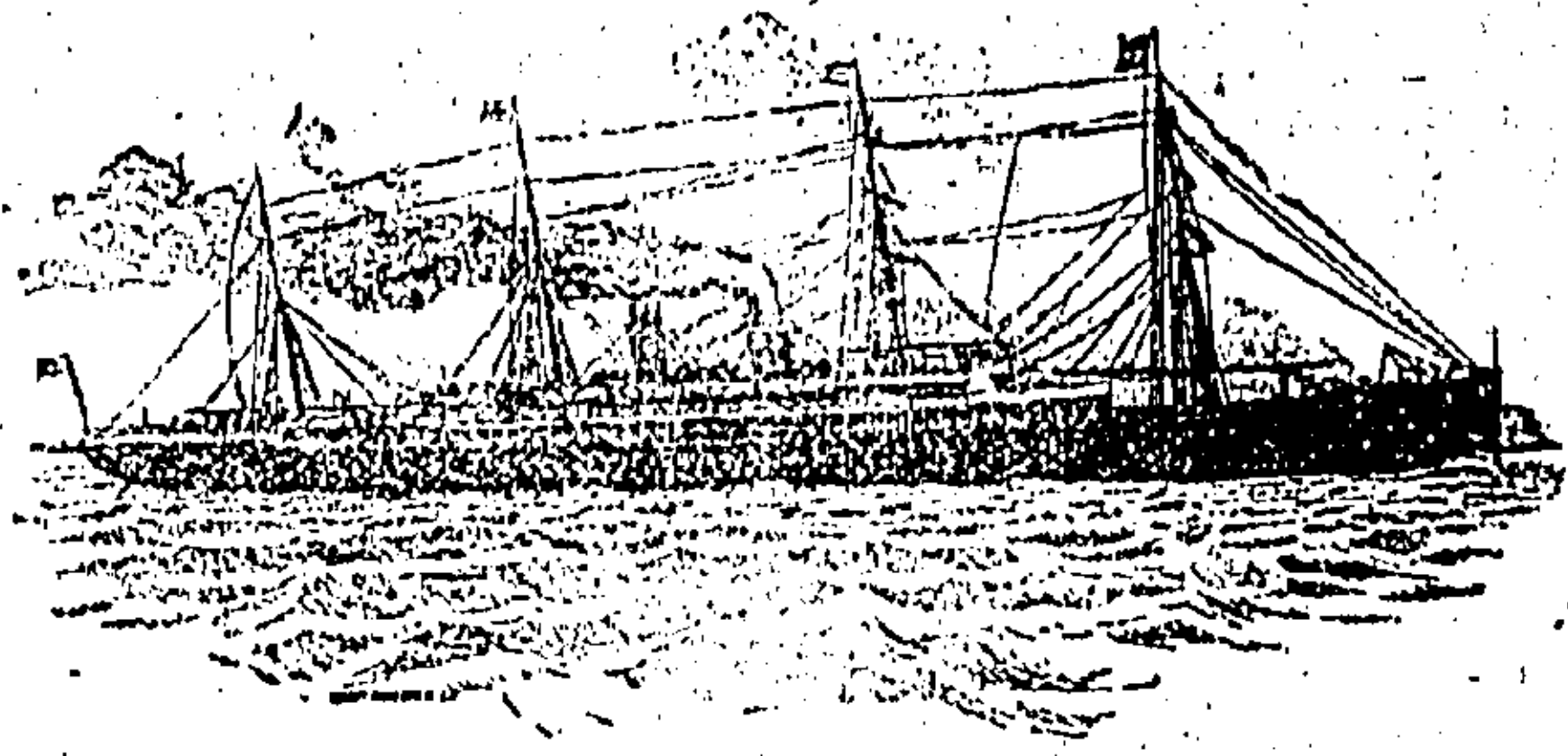


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons.	SATURDAY, 3rd December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 17th December, at Noon.
"DORIC"	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA"	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIC"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060 "	FRIDAY, 17th February, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 3rd December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, or between SAN FRANCISCO and SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special rates (First class only) to Europe in Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European (British) in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transit to, or from, Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Ports in the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

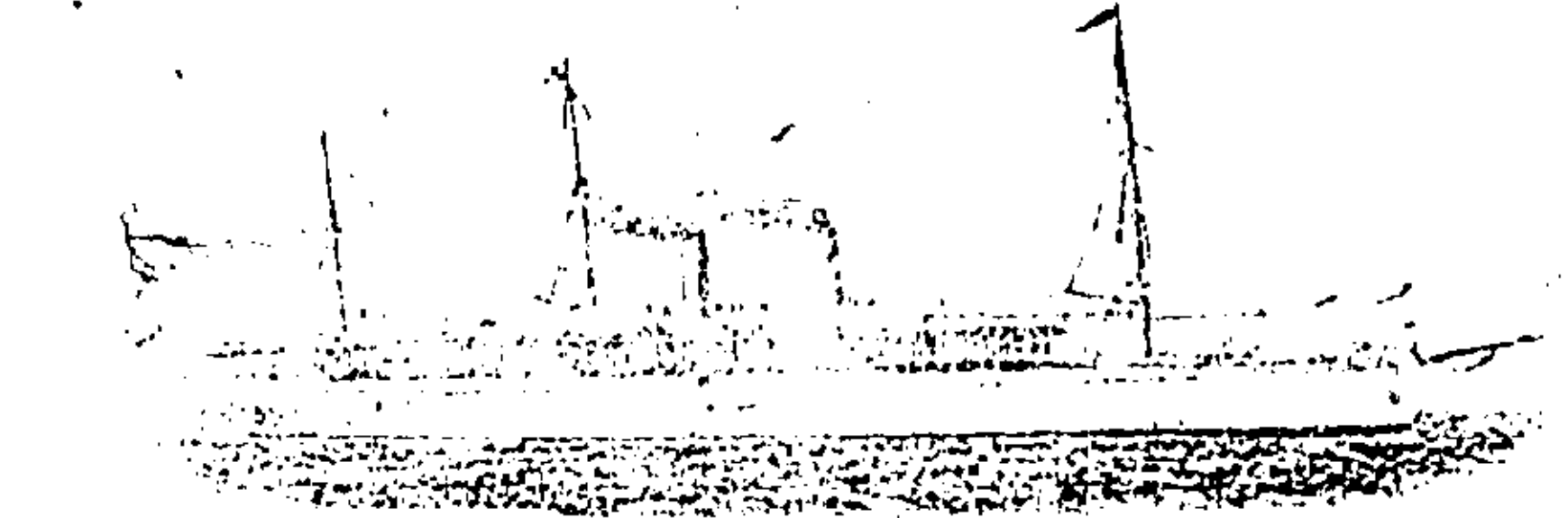
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door bath throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agents at the Consulate, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 29th November 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" is a new Steamship—6,000 Tons—10,000 Horse Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG: (SUBJECT TO ALTERATION).

M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 14th December.
"ATHENIAN"	2,440 "	WEDNESDAY, 28th December.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 11th January, 1905.
"TARANT"	2,445 "	WEDNESDAY, 25th January.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 8th February.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 8th March.

Hongkong to London, 1st Class, £40. 2nd Class, £30. 3rd Class, £20. 4th Class, £10. 5th Class, £5. 6th Class, £3. 7th Class, £2. 8th Class, £1. 9th Class, £0. 10th Class, £0. 11th Class, £0. 12th Class, £0. 13th Class, £0. 14th Class, £0. 15th Class, £0. 16th Class, £0. 17th Class, £0. 18th Class, £0. 19th Class, £0. 20th Class, £0. 21st Class, £0. 22nd Class, £0. 23rd Class, £0. 24th Class, £0. 25th Class, £0. 26th Class, £0. 27th Class, £0. 28th Class, £0. 29th Class, £0. 30th Class, £0. 31st Class, £0. 32nd Class, £0. 33rd Class, £0. 34th Class, £0. 35th Class, £0. 36th Class, £0. 37th Class, £0. 38th Class, £0. 39th Class, £0. 40th Class, £0. 41st Class, £0. 42nd Class, £0. 43rd Class, £0. 44th Class, £0. 45th Class, £0. 46th Class, £0. 47th Class, £0. 48th Class, £0. 49th Class, £0. 50th Class, £0. 51st Class, £0. 52nd Class, £0. 53rd Class, £0. 54th Class, £0. 55th Class, £0. 56th Class, £0. 57th Class, £0. 58th Class, £0. 59th Class, £0. 60th Class, £0. 61st Class, £0. 62nd 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Intimation.
Wm. Powell, Ltd.
 Hours—8.30 A.M. to 6 P.M.
ALEXANDRA BUILDINGS,
Des Vaux Road.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

LADIES' DEPARTMENT:

Costumes, Coats, Fur Jackets and Stoles, Evening Wraps, Fascinators, Silk Blouses and Flannel Blouses.

An entirely New Stock of High-grade Black and Brown Boots and Shoes, White Kid Shoes for evening wear.

Gloves, Fans and Hosiery.
 Silks, Flannels & Dress Fabrics.

CHILDREN'S DEPARTMENT:

Coats, Hosiery, Jersey Caps, Gaiters, Boots and Shoes.

FURNISHING DEPARTMENT:—
 FIRST FLOOR.

New Stock of Axminster, Brussels, Wilton, & Tapestry Carpets.

A fine selection of Bedsteads, all styles and makes.

The new Twin Bedsteads, now on show.

DRESSMAKING A SPECIALITY.
 The leading Fashions of London, Paris and New York.

GENTLEMEN'S DEPARTMENT:—
 28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

Dress Shirts, Ties & Waistcoats.
 White Gloves for evening wear.
 Patent Court and Oxford Shoes.
 Black and Brown Boots & Shoes.
 Black Bowler Hats.
 Soft Felt Hats.
 Motor and Golf Caps.
 Underwear and Hosiery.

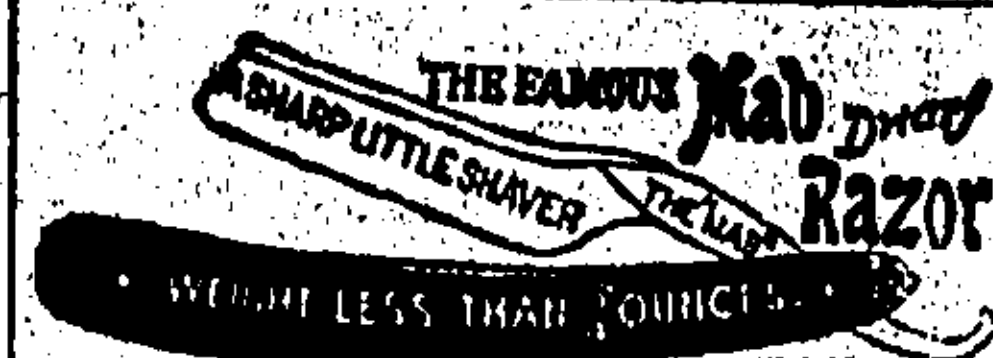
A good Stock of well-out Overcoats—light, medium and heavy weights.

&c. &c. &c.

Wm. POWELL, Ltd.
 HONGKONG.

Hongkong, 28th November, 1904.

Intimations.



THIS DWAFF RAZOR has superseded the old fashioned clumsy Razor and by its use shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes it impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "DWAFF" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & CO., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & CO.
 Hongkong, 24th November, 1904. [1269]

PAUSE!

Have you a SINGER Sewing Machine? If not get one.

\$10 DOWN AND THE REST IN EASY MONTHLY PAYMENTS.

Showrooms—1, Wyndham Street.

Hongkong, 12th November, 1904. [1231]

ROBINSON PIANO COMPANY, LIMITED.

There is no reason why anyone should be without an "APOLLO."

THE MASTER PIANO PLAYER.

We offer the choice of three methods of securing one:

1.—You may acquire by payment of \$100 cash and 10 payments of \$27.50.

2.—You may buy at 10% discount for cash.

3.—You may Hire by the quarter.

We hold an Entirely New Stock of Imported Pianos of the highest quality, personally selected.

No such a one has ever been seen in Hongkong before.

HOME PRICES.
 Hongkong, 26th November, 1904. [39]

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES,

ELECTRIC BELLS,

SWITCHES,

TELEPHONES,

INSULATORS,

WIRE,

&c. &c. &c.

SEND FOR PRICE LISTS

AND

ESTIMATES.

ADDRESS—2, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904. [61]

WHAT IS CONTRABAND?

THE OSAKA SHOSHEN KAISHA V. THE OWNERS OF THE S.S. "PROMETHEUS."

THE JUDGMENT.

(Continued from page 5.)

points out that in the particular document in which the words or expressions appear, such words or expressions must, in order to give effect to the immediate intention of the parties using them, be given some other and peculiar meaning and be understood in a sense other than their primary sense.

Now, bearing that rule in mind I proceed to determine what is the primary sense of the expression "contraband of war," and to inquire whether there is anything in the charter party to warrant me in setting aside the primary meaning of that expression, and in attaching a peculiar meaning thereto. Reference was made in the course of the argument to something that had been said by the Master of the *Prometheus* expressive of his dissatisfaction and disapproval, when, on his arrival at Hongkong, he found that his ship had been chartered to the Oka Shosen Kaisha, and that he would be required to load rice, sugar, and other provisions for Japanese ports; but the Master had nothing to do with the agreement to charter the *Prometheus*. In that regard the agents, Messrs. Sander Wieler & Co., represented the owners, and as a fact the Master did not reach Hongkong until seven days or so after the ship had been chartered. Moreover, even had the views attributed to the Master been expressed by the agents, Sander Wieler & Co. themselves at the date mentioned, namely, seven days or so after the signing of the charter party, evidence thereof to affect the construction to be placed upon the language used in the charter party must have been rejected when construing the charter party on the principle that the oral evidence cannot be received to vary or add to the terms of a written agreement. The expression "contraband of war," as used in the agreement between the Osaka Shosen Kaisha and the owners of the *Prometheus*, must, therefore, be given the primary sense attached thereto at the time of the signing of the charter party, and not any other and particular meaning which it might suit either party in the light of subsequent events to attach thereto; for I cannot see anything in the document itself which would justify me in depriving that expression of its primary meaning. The expression "contraband of war" only appears once in the charter party, and its meaning is in no way affected by anything in the context. What then is the meaning of the expression "contraband of war" in its primary sense? Mr. Wharton, in his "Law Lexicon" defines contraband of war as meaning in its primary sense that which, according to international law, cannot be supplied to a hostile belligerent except at the risk of seizure and condemnation by the aggrieved belligerent. That seems to me a sound definition if you understand the word "risk" to mean that risk which is contemplated and recognised by the law of nations. Broadly stated then "contraband of war" is that which is so considered by the law of nations. The question which naturally follows is "What do you mean by the law of nations?" I answer that the law of nations is that system of rules respecting belligerent and neutral rights established by consent among the civilised and commercial nations of the world, partly written and partly arising out of custom and rendered stable by judicial decisions from time to time.

In my opinion, the expression "contraband of war" has a well-known and accepted meaning among the civilised commercial powers of the world. If that were not so we should not, as we do, find that expression used without definition in solemn treaties between the powers. The expression "contraband of war" is used without any definition of its meaning in the Treaty of Paris of the 16th April, 1856. The inference from that fact is, to my mind, irresistible that there was no definition needed, because the expression had the same definite meaning in the minds of all the plenipotentiaries of the Powers parties to that treaty.

The Treaty of Paris, to which Russia is a party, and to which she still adheres, commences with the following preamble:—"Considering that maritime law in time of war has long been the subject of deplorable disputes; that uncertainty of the law and of the duties in such a matter gives rise to differences of opinion between neutrals and belligerents which may occasion serious difficulties, and even conflicts; that it is consequently advantageous to establish a uniform doctrine on so important a point; that the plenipotentiaries assembled in Congress at Paris cannot better respond to the intention by which their Governments are animated than by seeking to introduce into international relations fixed principles in this respect." Then immediately follows this declaration:—"The above-mentioned plenipotentiaries being duly authorised resolved to concert among themselves as to the means of attaining this object, and having come to an agreement have adopted the following solemn declaration:—

(1) "Privateering" is, and remains abolished.
 (2) The Neutral flag covers enemy's goods, with the exception of "contraband of war."
 (3) Neutral goods, with the exception of contraband of war, are not liable to capture under the enemy's flag.

(4) Blockades, in order to be binding, must be effective, that is to say maintained by a force sufficient really to prevent access to the coast of the enemy."
 I draw special attention to the fact that the expression "contraband of war" is twice used in this declaration without being in any way defined. This declaration was designed to give effect to the opinion of the plenipotentiaries expressed in the preamble, viz., that it was to the advantage of the civilised world to establish a uniform doctrine on the subject of maritime law in time of war, and with that object in view to introduce certain "fixed principles." At the same sitting of the plenipotentiaries the following resolution was adopted (Protocol

No. 24):—"On the proposition of Count Walowski, and recognising that it is for the general interest to maintain the indivisibility of the four principles mentioned in the declaration signed this day, the plenipotentiaries agree that the powers which shall have signed it, or which shall have acceded to it, cannot hereafter enter into any arrangement in regard to the application of the right of neutrals in time of war, which does not, at the same time, rest on the four principles which are the object of the said declaration."

It will be observed that by this Protocol the plenipotentiaries of Russia bind that Power not thereafter to adopt any attitude towards neutrals in time of war which does not rest upon the four principles enunciated in the declaration. This Protocol has an important bearing upon the contention at the Bar that Russia as an independent sovereign State possesses, as a concomitant to the right to make war, the right to declare what shall or shall not be considered contraband of war.

I dwell here upon the fact that the expression "contraband of war" occurs twice in the declaration in the Treaty of Paris; that the expressions "Privateering" and "Blockade" occur each once; and that there is in that declaration no definition of the meaning of any of those expressions. Why was there this omission to define these expressions?

Was it not because they each had in the minds of the plenipotentiaries of the Powers a recognised meaning at the time when the treaty was signed? And because the expression "Contraband of War" no more needed definition than the expressions "Blockade" or "Privateering" did. What then was the meaning which it must fairly be assumed the Plenipotentiaries attached to the expression "Contraband of War" as used by them in the Treaty of Paris? It seems to me that the Plenipotentiaries had in their minds the meaning which at that time attached to the expression "Contraband of War" resulting from the decisions of the courts of law of the nations of Europe and America; principally indeed the decisions in the English Courts on cases arising during the Napoleonic War. What then is the result of those decisions? What meaning has been thereby attached to the expression "Contraband of War"? The result has been to attach to that expression the following (woofed meaning):—(1) Absolute contraband of war—which includes everything useful for war only; (2) That which is conditional contraband of war—which includes all things which though useful for both peace and war become contraband if destined for the purposes of war, excluding from the meaning of contraband of war such things as are useful for the purposes of peace only.

"Provisions," consequently, come within the definition of conditional contraband only if and when destined for the enemy's forces; otherwise they are excluded from the definition. That is in my opinion the true meaning to be attached to the expression "Contraband of War," and that is the sense in which, in my opinion, that expression bears on a true construction of the Declaration of the Plenipotentiaries who signed the Treaty of Paris of 1856. That is, in my opinion, the sense in which the parties to the charter of the ship *Prometheus* must be taken to have understood the expression "Contraband of War" when they agreed by Clause 37, that the ship *Prometheus* was not to "carry any Contraband of War." To construe that expression as meaning whatever might at any time, that is to say from time to time, be declared by Russia to be contraband, as the learned Counsel for the owners contended I should, would be to import into the contract between the parties an element of uncertainty where none need exist. The contract was made in Hongkong, and therefore in the absence of evidence to the contrary which I could act upon the parties must be taken to have used the expression "Contraband of War" in the sense in which it is understood in British courts of law, which is its sense in international law. It cannot be successfully contended that provisions would be regarded by British courts of law as unconditional contraband of war, or that there is any likelihood that they will ever take that view. Had this court been asked at any time between the signing of the charter party on the 10th February 1904 and the issuing of the Russian declaration to construe the meaning of the words "contraband of war" it cannot be doubted that it would have excluded provisions from the category of unconditional contraband. It is contended, however, that the court ought to place a different meaning on that expression, after, and in view of, the terms of the Russian declaration, inasmuch as Russia being a sovereign independent Power has a prerogative right to declare whatever she pleases to be contraband of war in any war in which she may be engaged, and that the effect of the Russian declaration may be to make provisions unconditionally contraband, the Master of the ship *Prometheus* was excused from loading them on his ship. In this contention I am unable to concur. In the view which I take of the effect of the Declaration under the Treaty of Paris of 1856, and of the undertaking by the several Powers signatory thereto, given in the Protocol No. 24, not to depart from the principles enunciated in the Declaration, I think that Russia was not at liberty to declare provisions unconditional contraband of war, and that her declaration in that respect could not affect the contract between the parties to this charter party, even supposing it could be held that contraband of war means, as used in the charter party, whatever Russia may consider as such; for Russia having been a party to the solemn declaration of "fixed principles" under the Treaty of Paris was not at liberty to disregard those principles and was therefore bound to recognise, and act upon, the generally accepted rule of international law that provisions are not unconditional contraband. In this view I am supported by the decision in the case of *Pollard v. Bell*, 12 Term Reports 424, where it was held down that it is not competent to one nation to add to the law of nations by its own arbitrary ordinances without the concurrence of other nations. Against the

(Continued on page 6.)

Intimations.

VICTORIA RECREATION CLUB.

A SECOND EXTRAORDINARY GENERAL MEETING OF MEMBERS will be held at the CITY HALL, on FRIDAY, the 2nd December, 1904, at 5.30 P.M., for the purpose of confirming the Resolution passed at an Extraordinary General Meeting held on the 16th instant.

HAROLD C. AUSTEN,
 Hon. Secretary.
 Kowloon, 29th November, 1904. [1285]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the Forenoon, for the purpose of receiving the report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 6th proximo, both days inclusive.

By Order of the Board of Directors,
 JAMES WHITTALL,
 Secretary.
 Hongkong, 14th November, 1904. [1231]

HONGKONG JOCKEY CLUB.

NOTICE.

A RACE will be run on SATURDAY, the 3rd December, 1904, at 7.30 A.M., as follows:—

ST. ANDREW STAKES.—Open to Subscription Griffrins of this Season only. Catch weights over 10 stone 10 lbs. Native Riders allowed.—Distance Half-a-mile.

Entrance \$5 Post Entries.

By Order,

T. F. HOUGH,
 Clerk of the Course.

Hongkong, 26th November, 1904. [1278]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.
 6.45 a.m. to 7.00 a.m. Every 15 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.30 a.m. Every 10 minutes.
 9.30 a.m. to 10.00 a.m. Every 15 minutes.
 10.00 a.m. to 10.30 a.m. Every 10 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.00 a.m. to 11.30 a.m. Every 10 minutes.
 11.30 a.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 10 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 10 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 11.00 a.m. to 11.30 a.m. Every 15 minutes.
 11.30 a.m. to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 1st October, 1904. [1094]

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals of London, Vienna, and elsewhere, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short, often a few days only, removes all charges from the system, and restores the patient to his normal state of health, and cures all diseases for which it has been too much a failure to employ mercury, arsenic, or any other drug, and the destruction of the system, and the ruin of health.

THERAPION No. 2 is a remarkably short, often a few days only, removes all charges from the system, and restores the patient to his normal state of health, and cures all diseases for which it has been too much a failure to employ mercury, arsenic, or any other drug, and the destruction of the system, and the ruin of health.

THERAPION No. 3 is a remarkably short, often a few days only, removes all charges from the system, and restores the patient to his normal state of health, and cures all diseases for which it has been too much a failure to employ mercury, arsenic, or any other drug, and the destruction of the system, and the ruin of health.

THERAPION is sold by the principal Chemists and Druggists throughout the world. Prices in England 1/6 and 2/6 per bottle. Note which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "Therapion" as it appears on the British Government Stamp. In white letters on a red ground, and in every bottle by order of His Majesty's Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
 Hongkong, China and Manila. [6]

For Sale.

FOR SALE



INCANDESCENT LAMP.
 Gasoline Lamps of all descriptions from the best makers.
 Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices.
 Lamps fixed up for Buyers free of charge.
 Naptha of the best kind kept in stock.
TAI KWONG CO.,
 16, Lyndhurst Terrace.
 Hongkong, 16th November, 1904. [1246]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW,

the 1st December, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

SUNDRY HOUSEHOLD FURNITURE,

Comprising:—
 TEAKWOOD OVERMANTELS with BEVELLED GLASS, MARBLE-TOP BUREAU with BEVELLED GLASS, SILK-TAPES-TRY DRAWING ROOM SUITE, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, GLASS, CROCKERY and ELECTRO-PLATED WARE, CANTON BLACKWOOD WARE, CHINA VASES, &c., &c., &c.
 Catalogues will be issued.
 TERMS—As usual.

HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 30th November, 1904. [1286]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY, the 2nd December, 1904, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A GREAT ASSORTMENT OF ENAMELLED Tiffin Carriers.
 TERMS—As usual.

HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 26th November, 1904. [1273]

Masonic.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' Hall, Zetland Street, TO-MORROW, the 1st December, at 8.30 P.M. precisely. Visiting Brethren are cordially invited to attend.
 Hongkong, 30th November, 1904. [1268]

NOTICE.

ONE THOUSAND DOLLARS REWARD.

THE above sum will be paid to any person who gives information leading to the arrest and conviction of the person or persons guilty of Stealing or Embezzling a CHEQUE FOR NINE THOUSAND DOLLARS made out in favour of Messieurs JENSEN and COMPANY and indorsed by them and sent to be paid into the DEUTSCHE ASIATISCHE BANK in this Colony on the 8th October, 1904, but which was unlawfully cashed and the proceeds stolen by some person or persons unknown.

F. J. BADELEY,
 Capt. Supt. of Police.

Hongkong, 15th November, 1904. [1244]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
 General Agents, Hongkong.

PORT WINE.

Direct shipment from the

COMPANHIA AGRICOLA E COMMERCIAL DOS

VINHOS DO PORTO,

(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

Per Case of 1 Dozen

Dry No. 1 Selected Old Port \$5.00

Quinta do Porto " " 35.00

Dry No. 2 " " 30.00

Quinta da Granja " " 25.00

Tawny, 1887, Vintage " " 20.00

Tawny, (White Label) " " 15.00

Medium Tawny, (Brown Label) " " 14.00

White Tawny, (White Label) " " 12.00

Full Tawny, (Brown Label) " " 11.00

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Hongkong, 19th November, 1904.

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Hongkong, 8th January, 1904.

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ESPECIAL OLD TOM GIN.

Marshall and

Elvy's

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NOTICE

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.

On 21st November, at "Irene Lodge," 8, Seymour Road, Shanghai, the wife of R. H. Elias, of a son.

On the 30th November, 1904, at "Tesla," Hongkong, the wife of HERBERT B. BRIDGER, of a son.

MARRIAGES.

At the Peak Church, Hongkong, LENOX CONKREY, third son of the late Colonel Frederic Vincent Conkrey, Royal Marine L.I. Infantry, to MARGARET STUART, only daughter of Sir John Cockburn.

On October 25, at Preston, Brighton, Major J. F. A. MCNAIR, R.A., C.M.G., late Officiating Lt.-Governor, Penang, to M. DALENA, widow of George Williamson, M.D., Surgeon-Major 6th Regiment.

On 22nd November, at Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, M.A., THOMAS CALDWELL ANDERSON, of Yokohama, to KATHERINE, daughter of John Findlay, of Hankow.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 30, 1904.

THE PROVINCE OF SICHUEN.

A practical commercial paper dealing with the economic products of the richest province of China has been issued by the Foreign Office at home, and furnishes another characteristic illustration of the enterprise of some of our British Consuls in the Far East. This year we have had five White Books, dealing with China and have referred to them at some length because of the many important facts and suggestions made in connection with the various provinces which should be of practical use to the commercial community. The report by Consul-General Hosie on Szechuen is certainly a permanent addition to the series, and while the bulk of it is devoted to an exhaustive study of the products, methods of manufacture, and mining resources of the province there are other features of equal general interest. We are told that the province, which derives its name of "Four Streams" from the four rivers, flowing through it from north to south into its great trade highway, the Yangtze, is the largest and probably the richest in the Empire of China. Mr. Hosie, who, by the way, is stationed at Chengtu, glances briefly at its history and proceeds to give some details regarding its agricultural products passing in review the various industries to which they give rise, and then dealing with the animal and mineral products of the province. They are so exhaustively referred to that the report seems almost overburdened with detail, yet Mr. Hosie has prepared his work with such care that it provides most interesting reading. Unfortunately we cannot make more allusion to them in these columns beyond remarking that for richness of agricultural, animal and mineral products, Szechuen stands boldly out from among the other seventeen provinces of China. There are vast quantities of minerals to be found some of which have been developed in a remarkable degree, while others are only in process of exploitation. We learn that there is not much gold taken from the bed of the Yangtze nor is the province particularly rich in silver, but copper, lead, zinc, antimony and many other minerals are found. It is, however, in the manufacture of salt that Szechuen is famous, this being one of the greatest and most valuable of its industries, and the Consul-General devotes considerable space to a description of the methods of production, and arrives at the approximate estimate that Szechuen each year produces 484,000,000 catties, valued at close on eight million taels. Not only does it supply its own vast population, but also many parts of other provinces, there being altogether forty districts where salt is produced. There can be no doubt that when the country is opened up to scientific exploitation not only will this mineral be found in much larger quantities but much varied wealth will be laid bare. Parts of the province offer an exceedingly interesting field to the mineralogist, but under present conditions, there are obstacles which stand in the way of rapid and profitable disposal not only of minerals but of all the economic products of this richest province of China.

LOCAL AND GENERAL.

The Chess match, Law v. Rest, arranged to place this afternoon has been postponed until Wednesday next at 5 p.m. in consequence of the ball this evening.

LORD Brampton, sitting as judge, often declined to permit his courts to be ventilated; he said he wished to prepare the legal profession for the next world.

PROMINENT amateurs have protested against the injury done to cricket by the *Daily Mail* habit last season of printing accounts of the chief matches telegraphed to it by players in them. As most of us remember, these accounts were sometimes in questionable taste, and generally in unquestionable slang.

THE s.s. *Scalla* and the s.s. *Indravall*, the latest steamers to be chartered for the South African coolie emigration trade, arrived in port yesterday. The *Scalla* is discharging a cargo of coal from Japan, and the *Indravall* general cargo, after completion of which these vessels will be prepared for their new run.

VICEROY Lie Liang of Szechuen has telegraphically informed the Government that he will remit Tls. 50,000 to Peking during this moon, in fulfilment of his guarantee to pay a part of the amount accrued from a difference of the indemnity according to the gold standard, and that the rest of the Tls. 200,000 will be sent up in due time.

A TIENTSIN native newspaper learns that the Army Reorganisation Department of Peking has ordered from certain German firms Tls. 2,000,000 worth of 75 centimetre field-guns, 6,000 magazine rifles, 1,000 magazine carbines, 600 revolvers, 4,000 cartridge boxes and 40,000 smokeless cartridges, all to be delivered at Tientsin by the month of March next.

THE notorious bandit from the New Territory, Chau Shing Hing, who, it is said, has been organizing piratical bands, was this afternoon committed to the next Criminal Sessions, to be held on the 18th prox., to take his trial on the charge of being implicated in an armed robbery. It also transpired that Chan had returned to the Colony after being banished in August last, and for that he was sent to twelve months' hard labour.

THE B. & S. s.s. *Kilgan* reports having nearly run on a floating mine three miles from Chefoo, the officer on the bridge just managing to steer clear of the danger in time. The mine is supposed to be the one that was sighted some time ago off the Promontory, it being then some ten miles distant, and is supposed to be of Japanese construction. The matter was reported to the British Naval Authorities at Weihai-wei, and it is expected that steps will be taken to remove this menace to navigation.

LAST evening in Des Voeux Road, Central, a Chinaman, with two bags of grain on his carrying pole, walked into a passing tram, No. 18, receiving such severe cuts on the face and bruises on the body as to necessitate his removal to the Government Civil Hospital. The flesh above his left eye on the forehead was knocked off, exposing the bone, while his left eyebrow was left hanging by a strand of skin over his eye. This is the third man, who within the last month has tried to stop a train by his own puny weight. When will this class of Chinamen learn sense?

THE small boy recently charged with obstructing one of the tram cars, and remanded in order that his relations might be found and asked to administer a satisfactory chastisement, as His Worship had no power by law to order an official birching has, so to speak, had his neither garments dusted. Inspector Collett found the uncle of the youngster, and, after explaining the wishes of the Magistrate to him, handed him a handy little Malacca cane, and the uncle did the needful. But the aunt was not satisfied and wanted to take a turn with the cane herself. The chastisement already administered by the uncle was deemed sufficient to act as deterrent, and thoughtful lady was not permitted to deal with the urchin further—at least not in the precincts of No. 7 Police Station. This morning upon Inspector Collett testifying to His Worship as to the satisfactory nature of the chastisement given and received, the youngster was dismissed with a severe caution against any repetition of the offence with which he was charged.

FIRE IN NEW TERRITORY.

At about four o'clock this morning, what promised to be a big conflagration at Tsan Tsui Wai in the New Territory, was avoided by the prompt action of Sergeant Gerrard and his men from the Police Station in that district. It appears that house No. 594 on the Tsan Tsui Wai Road was used for storing unslaked lime, utilised for building purposes, and in some way, not yet ascertained this house, which was, according to the neighbours' story, unoccupied, suddenly burst into flame, which spread to No. 595. These two houses were completely gutted. There was a high wind blowing at the time, and to prevent the fire spreading further Sergeant Gerrard caused the roof of Nos. 596 and 597 to be cut away. The last two houses were unoccupied, and contained only unslaked lime, but there were occupied houses beyond them, and the removal of the inflammable roof saved them from destruction. The damage to all is estimated at \$220, and was, of course, uninsured.

THE SCOTS' BALL.

A BRILLIANT SPECTACLE.

The annual ball in connection with the Hongkong St. Andrew's Society, which will be opened at the City Hall at nine o'clock this evening, bids fair to out-do in lavishment and splendour anything of a like nature since the inception of the Society fifty-seven years ago. Wherever Scotchmen congregate, and that means all over the habitable globe, the founding of a Caledonian Society is sure to be the first cry, and in Hongkong, which of all places in the East, is essentially Scotch the name day of the Patron Saint is honoured with more than usual enthusiasm. Practically every body in the Colony who is anybody attends, quite independent of nationality, for the heartiest greetings are extended to one and all, and no pains spared to make every guest comfortable and thoroughly at ease. In fact, it would be a far easier matter to compile a list of those not present, than to attempt an accurate list of the participants.

This year, as usual, every room in the building had to be requisitioned, and even then we fear there will not be much room to spare. The scheme of decoration is pretty much the same as on previous occasions, but it is charming in a degree, and carried out with every regard to the smallest detail. The Entrance Hall, pillars and staircase are elaborately entwined with delicious greenery, whilst pot plants are arranged on the stairs, and at convenient places in the Hall, in endless profusion. At the head of the staircase a very pretty scene is afforded. The centre window is taken up by an electrically illuminated device, depicting a green and gold thistle surmounting a gorgeous mirror. The windows on either side are draped with St. Andrew's crosses, whilst on either side of the stairs are two large blue shields, bearing in black and silver the Scottish emblem. All these again are gracefully encircled with garlands, whilst numerous trophies in the shape of arms, including two formidable looking cannons, a huge bull's head, and the Scottish national banner, to say nothing of endless flags of all nations, and of all sizes, will give the guest a pleasant foretaste of the more solid beauties to come.

The Theatre has been set apart for supper, tables being laid both upstairs and down. The decorations are though not so pronounced are exceedingly effective and in the full glare of the electric light, and crowded as it will be, the sight will be both entrancing and brilliant. We could not help noticing the seemingly unnecessary removal of the front of the dress circle, and in its place, wooden spears with coloured cord suspended between each substituted. As some of the dining tables come quite close to this doubtful protection we can hardly agree with the wisdom of the arrangement. The stage is set as for the second act of *Dorothy*, and in the centre a horse shoe table has been laid for the more prominent guests and officials of the Society. Above this, the indispensable graces are printed in white on a black ground:

Some have meat an they can eat
An some could eat that want it.
But we hae meat and we can eat
So may the Lord be thankit.

Great Chieftain of the Puddin' Race,
Abin them a' ye tak yer place,
Kail paunch and thairm,
Weel are ye wordie o' a grace
As lang ma aim.

It will be noticed that the first grace is somewhat different to that which students of Burns are accustomed to read. The catering is in the hands of the proprietors of the King Edward Hotel, which in itself is a guarantee of excellence.

Away at the back of the Dress Circle, in a conspicuously large black painted letters, is displayed the following very dubious sentiment: "Here's tae us. What's tae us? Dunc the Yin." We venture to think this can be taken anyhow. It is obviously a weak piece of humour on somebody's part.

Coming to the St. Andrew's and St. George's Halls, where the actual dancing is to take place, the decorations were extremely light and pleasing. Garlands of greenery and tricoloured bunting fell in graceful festoons from the roof or imitation ornate columns round the room, was attached a board bearing the name of every country painting of Her late Majesty Queen Victoria was treated with touching loyalty. Above the picture, taken when Her late Majesty was barely in middle life, the national coat of arms richly emblazoned in gold and colours was placed, whilst supporting the portrait (the frame being set in greenery) were massive British flags of all descriptions. The Band will be located in a circular stand open to both Halls. It is needless to say that the floors are in excellent condition, a whole regiment of coolies having been called in to perform the necessary duty of waxing. In the smaller hall a fine picture of St. Andrew and his Cross is exhibited, also well in a pleasing frame of bunting, flags, and foliage. Apart from the already excellent lighting facilities of the City Hall, many scores of new lights have been put in. The main corridor, which is to be used for sitting out etc., is hung with the shields and coats of arms of the more famous Scottish families, whilst a wealth of palms and foliage plants give a delightfully cool appearance to the whole arrangement. There are also numerous ladies' drawing rooms whilst the usual cloak room facilities are all that could be desired. The whole arrangements have in fact been carried out with completeness, and the greatest praise is due to the President (Dr. Rennie) and the hard-working Committee, on the success which has attended their really Herculean labours.

As we have previously announced at nine o'clock the skill of Scotland's national musical instrument, will proclaim the opening of festivities and it may be taken that they will merrily continue well into the small wee hours.

The official list of dancers will be composed as follows:—Dr. Rennie (President of St. Andrew's Society) and Mrs. Villiers Hutton, His Excellency Sir Matthew Naish and Mrs. Gershom Stewart, Vice-Admiral Sir Gerard Noel and Mrs. Cruickshank, Major-General Villiers Hutton and Mrs. Playfair, Sir H. S. Berkeley and Mrs. David Wood, H. W. Robertson and Mrs. C. C. Dickson, Hon. Gershom Stewart and Mrs. May, Hon. R. Sheehan and Lady Berkeley.

The following couples have been invited to sit at the President's table at supper:—Dr. Rennie and Mrs. Hutton, His Excellency Sir Matthew Naish and Mrs. Gershom Stewart, Vice-Admiral Sir Gerard Noel and Mrs. L. F. Brown, Sir H. S. Berkeley and Mrs. Ramsay, Hon. Gershom Stewart and Mrs. Berkeley, Hon. R. Sheehan and Mrs. David Wood, Mr. G. W. F. Playfair and Mrs. C. C. Dickson, Mr. J. R. M. Smith and Mrs. May, Commodore Dicken and Mrs. Playfair, Hon. R. H. May and Mrs. Cruickshank.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE MACAO BALL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Will you please allow me, through the columns of your Journal, to return thanks on behalf of myself and Bandmen of H.M.S. *Vengeance* to the president and committee of the Bachelors' Ball at Macao on Saturday last for the liberal hospitality dispensed to one and all of us during our stay at Macao. The uniform courtesy and geniality of the gentlemen who studiously regarded our comfort during the very pleasant hours we spent in the Portuguese colony are beyond words of acknowledgment. During my fifteen years' service in the Royal Navy and eight in the Army never have I experienced the hospitality of which we were recipients at Macao the other day and for which the Bandmen and myself are greatly indebted to the Portuguese Residents in that colony.—I am, etc.,

CARLO GUIDOTTI,
Band Master, H.M.S. *Vengeance*.

At Hongkong, 30th November, 1904.

TIRE TOPICS.

ST. ANDREW'S STAKES.

Amidst the sporting fraternity not a little excitement prevails with regard to the forthcoming Saturday morning's sport. In addition to the St. Andrew's Stakes for subscription griffins of this season, there will be what gives promise of a very interesting match between *Little Momo* and *Desert King*, who, it will be remembered, have tied in the matter of marks for second place in the Gymkhana club's challenge cup, and the owners have decided to run the tie off on Saturday morning next. Mr. Clarke who claims the seven pounds jockey allowance will pilot *Little Momo*, and Mr. Gresson will do likewise for *Desert King*. It is to be hoped that a goodly number of the horse-loving public of this colony of both sexes will turn up on this very interesting occasion.

The St. Andrew's Stakes looks as if it will be carried off by ponies from Jardine's stable. This morning Messrs. Johnstone and Cruickshank negotiated their griffins over three-quarters of a mile, and both seemed to move in capital style; in fact, they did the best three-quarters of the morning, viz., 1.51. All the other ponies did about 1.55 for a like distance.

H. E. the Governor has a little blue dun griffin who appears to be training on and he moved in beautiful style this morning. I shall expect to hear from this animal about race time. Mr. Apcar's big yellow dun also did three-quarters in taking style with Mr. Gerg up. I understand that this gentleman will be his pilot on Saturday morning in the St. Andrew's Stakes. I believe there will be 10 to 12 starters in this event and with shoes off on the grass course, should be run in fast time. I am very sorry to hear that Mr. Moody does not think of starting his big griffin; perhaps he is right, as the pony is certainly a little nervous and a race now, just as he is beginning to improve in looks and condition, would perhaps do him untold injury. Nevertheless, I should really have liked to see him a starter, as at present there is nothing on the course that can compare with his style of moving; he has such a grand racing shape and points, the only ones which I dislike are that he is badly ribbed up and also he has rather a small eye set in a mean head.

Mr. Forrest must be considered a lucky drawer. His chestnut pony is certainly one of the best shaped; he has that broad hind quarter and ragged hips, and hocks well let down, without which no pony can certainly expect to stay any distance over a mile. Messrs. White & Piryttoo have drawn a pony the exact prototype of Mr. G. H. Potts's well known racing pony *Pandur* and should this griffin only prove to be like him in his way of winning races the owners will be lucky men. Mr. Dorabjee has a pony whose movement, to my mind, is most promising. He gallops very close to the ground and has a wonderful, long stride, and while at present he is pig-fat, I fancy that when he gets fit will make people open their eyes. So far only twenty-six ponies out of the fifty-five ordered have arrived, and I understand the contractors have applied for an extension of time, up to the 15th of December. These griffins when they do get here will be *phukka* new ones, and I believe that over 130 have already arrived in Shanghai and have been auctioned. I doubt though whether we shall get the last of our mob until about Christmas time.

LARRY LYNX.

CANTON LEPER RELIEF FUND.

We are requested by Dr. Beattie to acknowledge the further subscription of \$25 to the above fund, from "Anonymous, Hongkong" also twenty new garments from Li Shing Scientific School. Dr. Beattie encloses in his letter two photographs showing the distribution of rice at the chapel in the leper village, which we shall be pleased to show any of our readers if they would care to see them. The present sudden snap of cold weather while invigorating us in Hongkong brings increased suffering to the leper-stricken people in whose behalf Dr. Beattie is again working this year. Not only is rice needed, but the afflicted are in need of clothes and bedding, but so far the response to the appeal for funds, etc. has enabled only the worst kinds of suffering to be relieved. Scores of others need help, but until further assistance is forthcoming it is impossible to provide a little comfort for them.

M. MOTONO, the Japanese Minister in Paris, has just bit off, in a sentence or two, the attitude of Europe to his country: "When we had only great artists, they treated us as barbarians; now that we are killing people, they say we are civilised."

TELEGRAM.

THE WAR.

OPERATIONS AT PORT ARTHUR.

MORE RUSSIAN TRENCHES OCCUPIED.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 29th November, 10.30 p.m.
The Port Arthur army reports dated 29th November state that assaults have been made against the enemy's line of entrenchments extending eastward from Sunshushan. The army firmly occupied the top of the counterscarp and neighbourhood and are now destroying the casemates and caponieries. Another attack was made against the 203 Metro Hill. The army occupied the enemy's trenches near the top after several assaults.

TROUBLES OF A COAL MERCHANT.

At the Civil Summary Court this morning, before Mr. T. Sercombe Smith (Puisne Judge), the Kwong Un firm, of Malcolm Lane, sued Wong Kum Tuk, of 20, Salt Fish Street, and others associated with him in business, for the recovery of \$1,000 being balance due for goods sold and delivered.

Mr. O. D. Thomson appeared for the plaintiff, and Mr. P. W. Goldring defended. The head of the plaintiff firm said that on the 8th December, 1901, he commenced delivering coal to the defendants in respect of a steam-launch. He continued to supply coal until at present they owed him \$1,255. He claimed \$1,000 with costs, only to permit the case to come within the jurisdiction of that Court.

Cross-examined: He did not know that the launch was mortgaged, nor did he know that the widow of one of the partners had undertaken to pay his bill in August of last year. During the time that he had done business with the defendants he had been paid, on account, a sum of over 15000. Judgment was given for the plaintiff for the full amount claimed with costs, but not against the defendant mentioned, but against one of the men stated to be associated with him, and who, it was stated, is out of the Colony.

DEATH OF J. J. SPOONER.

Last evening, at the Government Civil Hospital, there passed away an old resident and familiar figure in the person of Mr. Joseph J. Spooner, who had resided continuously for twenty years in this Colony. The immediate cause of death was general debility. Deceased was 52 years of age. In his youth he served his apprenticeship for the sea, and subsequently entered the P. and O. S. N. Co. and rose to the position of Second Officer, his last ship being the s.s. *Chusan*, on which he made several trips to the East. On the outbreak of the Zulu war, he went to the Cape serving through that campaign and attaining the rank of sergeant-major, in the Cape Mounted Volunteers. Upon peace being declared he went to Singapore, and joined the Police Force, but shortly after left to take up a position as excise officer in the employ of the Opium Farmer. He came to Hongkong in 1834, and resided about in China and Japan until two years later, when he joined the Opium Farmer as excise officer, rising to be chief of that department, and remaining in the service for upwards of 18 years. Latterly he suffered considerably from rheumatism, and paid several visits to Japan. Some six months ago he was transferred to the New Territory, but the climate apparently did not agree with him, and he was recently obliged to resign his position, owing to continued ill-health, and as he grew no better he was removed to the Government Civil Hospital on Monday afternoon; in what was almost a dying condition, where he passed away quietly about 5 o'clock last evening. The funeral took place this afternoon at 5 o'clock, at the Happy Valley.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 30th at 11.45 a.m. The barometer has risen, throughout China, and has fallen slightly over the Pacific.

The anticyclone continues over Central China having moved slightly to the south-eastward.

Gradients are very steep upon the coasts of China and very strong N.E. monsoon will prevail in the Formosa Channel and N.E. gale in the northern part of the China Sea.

Forecast.—Strong N. to N.E. winds, fine.

SHIPPING AND MAILS.

MAILS DUE.

English (*Bengal*) 3rd prox.
Indian (*Kumang*) 5th prox.
German (*Seydlitz*) 8th prox.
American (*Doris*) 8th prox.
American (*Manchuria*) 17th prox.
Canadian (*Empress of China*) 18th prox.

The P. & A. s.s. *Araranga* left Portland on 29th ult., via Japan ports, and is due here on 5th prox.

The N. G. I. Co's s.s. *Capri* left Singapore for this port to-day, and may be expected here on 8th prox.

The I. C. S. N. Co's s.s. *Kumang* from Calcutta and the *Sirals* left Singapore for this port on 29th ult., at 6 p.m.

The C. P. R. Co's s.s. *Empress of China* left Vancouver on 28th ult., for Hongkong via the usual Ports of Call.

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

10, VICTORIA ROAD.

Hongkong, 11th May, 1904.

TELEGRAMS.

(Review.)

Contraband of War.

LONDON, 28th November.

Lord Lansdowne in a letter to the Chambers of Shipping Commerce says, that although neutral traders may trade even in contraband with belligerents at their own risk, they should bear in mind the law of this country. By chartering vessels to follow the Russian fleet with coal, British owners might render themselves liable to proceedings under the Foreign Enlistment Act.

In a letter to the Liverpool Chamber of Commerce Lord Lansdowne says that communications are still passing between England and Russia on the subject of contraband.

LATER.

The German Budget.

The German Budget shows an increased expenditure of £10,000,000 and a loan of £14,000,000 is required to meet the extra demands and increases, which include £5,000,000 extra for the navy, £1,500,000 for the army, £2,500,000 for the punitive expedition in Damaraland. Besides an increase of £500,000 for recurring expenditure on the German army the estimates show a non-recurring increase of £3,000,000.

The Supply of Coal to Belligerents.

The newspapers, while admitting difficulty of the Government in dealing with the supply of coal owing to the existing laws, express sympathy with the Japanese irritation.

THE BALTIC AND THE JAPANESE FLEETS.

A CAREFUL COMPARISON.

Now that the Baltic Fleet has made a start for the Far East it may not be without interest to try and arrive at some sort of estimate of how it compares with the hostile fleet it is perhaps destined to meet. But as "counting heads" is about as misleading a method of estimating navies or squadrons as can be devised, it is necessary to employ some other standard of comparison. A classification based on the number of guns or the amount of armour carried is almost equally misleading; but by taking into account the whole of the offensive and defensive qualities of ships of different classes, and giving marks accordingly, it is possible to arrive at a fairly sound basis for comparison. This system has been worked out most carefully and there are tables which are used by all the navies in the War Game designed by Jane, and it is on these figures that the calculation will be based.

JANE'S WAR GAME.

It must, however, be premised that, supposing a particular battleship's figure or rating to be expressed as 1, it does not follow that five cruisers whose rating is 2 would be the equivalent of 1; it would be as rational to compare, say, the tactical values of a cavalry and an infantry unit on the basis of their respective weights or speeds. The comparison only holds between ships of the same type, i.e., between battleships and battleships or cruisers and cruisers. The Baltic Fleet then consists—or probably consisted when it started—of seven battleships, two so-called belted cruisers, and six protected cruisers. Of the battleships four are probably of the new *Borodino* type, extremely good ships in every way, and they are represented in Jane's table as representing a value of 1 each. Then there is the *Otobrya* with a value of 9, the *Sisi Veliki* 6, and the *Avaturin* 5. The battle squadron then is theoretically capable of being represented when compared with other battle squadrons by the figure 6. But anything which interferes with the efficiency of the ship, be it in regard to *material* or *personal*—even the "conscience" of her commander—must affect the figure which stands for her value. Thus the recent misadventures which befell the *Orel*, twice running aground, and once having the bearings of her machinery tampered with, may well have left her not up to the standard which was fixed on the assumption that she was well found in every particular. Another deduction would have to be made for any newly commissioned ship, still more apparently for a Russian one, judging by the reprimands which were administered to half a dozen of the ships of the squadron for not giving prompt assistance when the *Orel* ran aground recently. It is known also that three of these sister ships have been completed hurriedly and have not under one full trial.

SLIGHTLY FAVOURABLE TO JAPAN.

But as it is manifestly impossible to express these deductions in figures, they may as well be ignored generously and it may be assumed that the battleships taken together at the commencement of a 13,000 mile voyage represented a value of 6. If we take it as at least probable that by the time they reach the Far East 1000 Arthur and the ships lying there can be disregarded, and that the whole Japanese fleet will be available to meet the Russian reinforcements we can compare the value of the opposing forces. The *Ataka*, *Asahi* and *Shikishima* are worth 1 each, the *Fuji* and *Yashima* 8 each—a total of 46. The comparison so far is unfavourable to the Japanese. But apart from the indeterminate value of war training and morale there is another factor to be taken into consideration, viz., the armoured cruisers on both sides, for, as we know, two at least of the Japanese cruisers took part in the big battle of the 10th August. Now the Russians have two different ships of this class in the Baltic Fleet, the *Admiral Nakhimov* and the *Demetri Donskoi*, dating back to the 80's and represented numerically by the figure 25. Even supposing them to be foolish enough to take part in an engagement they would only bring up the fighting figure to 63; and the Japanese on the other hand possess not only the two really modern cruisers purchased this year from Argentina with a figure of 6, but the six *Asamas* worth the same. Some of these would no doubt be employed in keeping watch over the Vladivostok squadron, but as any one of them is worth as much as the *Sisi Veliki* and more than the *Avaturin* they may fairly be expected to be represented in any action. Four of these eight ships being present would at once turn the scale in favour of the Japanese, bringing their figure up to 77 as against the Russian 63. The Russian protected cruisers may be left out of consideration altogether, as far as fleet actions are concerned; for experience has shown that it is likely to fall ships like the *Norik*, *Yavuz* and *Asaki* in the presence of armoured vessels. But again stress must be laid on the fact that Russian gunnery is bad, the crews are new to the ships, some of the latter are certain to break down, and that the whole will be foul with the long sea voyage. Their prospect therefore is not a particularly brilliant one if ever they reach the scene of action.—*Plough*.

WHY IS CONTRABAND?

THE OSAKA SHOSHEN KAISHA V. THE OWNERS OF THE S.S. "PROMETHEUS."

THE JUDGMENT.

Following is the judgment in the above action as given by the Chief Justice (Sir Henry S. Berkeley).

The Lordship said:—This is a special case stated for the opinion of this Court by the arbitrator acting under a submission to arbitration contained in a certain charter party made at Hongkong on the 10th of February, 1904, between Messrs. Sander, Wiener & Co., agents for the steamship *Prometheus*, under Norwegian colours, on the one part, and "The Osaka Shosen Kaisha, Osaka, by their Hongkong Office, Charterers" on the other part, by which that ship was chartered to the Osaka Shosen Kaisha for six months subject to, *inter alia*, a special stipulation that she was not to carry any contraband of war. The charter party is signed "Sander, Wiener & Co., as agents for the captain and owners of the Norwegian s.s. *Prometheus*," "Osaka Shosen Kaisha, T. Arima, Manager."

The facts out of which arise the questions submitted by the special case for the opinion of this court are, so far as material, as follows:—The charter party was signed at Hongkong on the 10th of February, 1904, subsequent to the outbreak of hostilities between Russia and Japan. The fact that Russia and Japan were at war was unknown to the parties at the time they signed the charter party, but the charter party was made in anticipation of war, and the fact that war had broken out became known to the parties immediately after the charter party had been signed. The owners of the *Prometheus* are Norwegians, subjects of a Power neutral in the war between Russia and Japan. The charterers, the Osaka Shosen Kaisha, a Japanese Steamship Co., are subjects of Japan, one of the belligerent powers. The Osaka Shosen Kaisha is a well-known company engaged prior to the outbreak of war in running a regular line of steamers carrying cargo and passengers from Japan to Formosa and back, calling at Japanese ports each way, and carrying ordinarily and regularly as part of such cargo sugar, rice, and foodstuffs generally. That fact was known to Messrs. Sander, Wiener & Co. at the time of the negotiations for the charter of the *Prometheus*, and the *Prometheus* was chartered for the express purpose of being employed in that line, so running between Japan and Formosa, to replace certain steamers regularly theretofore so employed which had been taken up by the Japanese Government.

The charter commenced on the 22nd February and the *Prometheus* left Hongkong on the following day under her charter, for Takao, a port in Formosa. She there loaded a cargo of sugar and rice and proceeded to Anping, another port in Formosa, where she again loaded sugar and rice for Yokohama and Kobe—ports in Japan. The *Prometheus* arrived at Yokohama on the 9th March and at Kobe on the 17th of that month. The cargo loaded in Formosa was duly discharged and the loading of the ship for her return voyage from Kobe to Formosa commenced. On the 19th of March the master of the *Prometheus* received at Kobe a telegram from his owners directing him to "decline rice and provisions between Japanese ports," and further directing him to "try cancel" the charter party. The direction to decline to load rice and provisions was communicated by the Master to the Osaka Shosen Kaisha. A correspondence ensued between the Charterers and the Master, in which the Charterers denied and the Master asserted that rice, sugar and provisions generally were contraband of war, ending by the Master declining to load "rice, sugar and provisions" for carriage between Japanese ports unless an increased amount was paid for the hire of the ship, alleging as the ground for this refusal that provisions were contraband of war, which, by an express term of the charter party, was not to be loaded on his ship.

In consequence of this refusal of the Master to load rice, sugar and provisions, for the reason stated, the cargo of the *Prometheus* which was then in course of being loaded was completely discharged at Kobe and the ship left in ballast for Nagasaki. Subsequently she was employed elsewhere than on the line between Kobe and Formosa for which she had been specially chartered. In consequence of the refusal of the Master to load this cargo the whole purpose of the charter party was frustrated. The intended voyage for which the *Prometheus* was loaded at the time was on the regular line between Kobe and Formosa, and the ports to which it was proposed to send the *Prometheus* were not ports of military or naval equipment, but ordinary commercial ports. The rates of chartering had increased enormously between the 10th of February, the date of the charter of the *Prometheus*, and the 26th of March, the date of the discharging of the cargo which that ship was then in the course of loading at Kobe. This fact is of importance in considering what the parties had in their mind when, as will appear hereafter, they used the word "contraband" in clause 37 of the charter party; for it is suggested by the charterers that the objection of the owners to carry provisions was not made *bona fide*, but was made with the object of obtaining if possible a fresh charter at the higher rates then ruling. The first clause of the charter party provides that the ship *Prometheus* shall be placed at the sole disposal of the charterers or their agents to carry cargo and passengers for lawful voyages to all parts of the world, open ports only, at the same time expressly declaring that ports in America, Europe, Australia, and Africa, and in the Amur district are excluded from the operation of the charter and also "interport trading in the Philippines." The first clause also contains the exception with respect to "arrest and restraint of Princess, Rulers, and People" which is commonly inserted in a charter party. I make reference at this stage to this exception because an argument, based upon its presence in the charter party, was addressed to me by Mr. Slade in justification of the act of the Master in unloading the ship at Kobe, with which I will deal later. The second clause of the charter party limits the duration of the charter to six calendar months, and concludes with the following typewritten

words: "This agreement not to be cancelled in the event of war being declared." I may say at once that the insertion of this provision makes it in my opinion manifest that when this charter party was entered into, both parties expected that there would be war between Russia and Japan before the expiration of the charter by effluxion of time. "There is nothing in any other clause bearing upon the case until the 15th by which the amount to be paid for the use and hire of the steamer is fixed at the rate of \$6750 per month payable half monthly in advance. With respect to this it will be sufficient to remark in passing that this sum is stated to be a moderate charge for the use and hire of this steamer, and that the arbitrator has found as a fact that the rates of chartering had enormously increased between the 10th of February, when the charter party containing the clause was signed, and the 26th of March when the Master refused to load the cargo tendered by the charterer. Of the remaining clauses of the charter party the 37th only seems to bear upon the matters in dispute between the charterers and the owners of the *Prometheus*.

That clause is as follows:—"In case of war steamer not to be directed to any blockaded port nor to carry any contraband of war." In the *London Gazette* of the 1st March, 1904, a notification from His Majesty's Secretary of State for Foreign Affairs, dated 20th February, 1904, appeared, the material portion of which is as follows:—"His Majesty's Secretary of State for Foreign Affairs has received the following telegram from His Majesty's Ambassador at St. Petersburg:—"Regulation affecting neutrals to be applied by Russia during war with Japan published to-day. Declared Contraband of War." Here follows a detailed statement of specific articles, which are to be considered as contraband of war, and the declaration concludes as follows:—"Generally all objects intended for war by sea or land including rice, provisions, horses, etc." This extract from the *London Gazette* of the 1st of March, 1904, was published in Hongkong in a Government Notification, No. 253, dated at the Colonial Secretary's Office, 8th April 1904.

There had previously appeared in the *Government Gazette* of the 9th March, the following Notification, No. 165, dated at the Colonial Secretary's Office, 9th March, 1904:—"The following telegram from the Secretary of State for the Colonies is published for general information: Russian declaration as to contraband states as follows:—"En général tous les objets destinés à la guerre, sur mer ou sur la terre, de même que le riz, les vivres, et les chevaux, bêtes de sommes, et autres pouvant servir dans un but de guerre et si elles sont transportées pour le compte ou à destination de l'ennemi."

The first declaration by Russia respecting contraband of war was made at St. Petersburg on the 14th of February, 1904, and was consequently made subsequent to the signing of the charter party by the charterers and the agents for the owners of the ship *Prometheus*. Leaving for the moment the question whether the effect of the declaration by Russia was or was not to make rice, sugar, and other provisions unconditional contraband of war, it is important when considering the true construction to be placed upon the expression contraband of war as used in the charter party and to the determination of the question what was in the minds of the parties at the time of the execution of that document, to remember that the charter party was signed on the 10th February at a time when though war was expected, the fact that it had actually broken out was not known to the parties; that the Russian declaration was not issued in Russia until the 14th February, 1904, four days after the charter party had been signed; that it was not published in the *London Gazette* until the 1st of March, some twenty days after the signing of the charter party; and that it was not notified in Hongkong, where the contract of the charter was made, until the 8th March—29 days after the signing of the charter party. The Arbitrator, after citing the treaties which provide for equality of treatment for foreign and Japanese, so far as the treaty port trade is concerned, finds as a fact the following:—"Both under existing treaties and prior to the signing of the British treaty of 1854, foreign vessels, that is to say non-Japanese vessels, were freely allowed to trade with certain other ports in Japan under special permits, and this privilege is extended to foreign vessels to the present day irrespective of whether Japan is at peace or war." This finding is borne out by the evidence, and the fact so found has a material bearing upon the argument addressed to me on behalf of the owners of the *Prometheus* to the effect that the Master of the *Prometheus* was not bound under the terms of the charter which was for "lawful voyages" only to continue voyages to the ports of Japan, inasmuch as it was illegal to do so, that is to say that it was unlawful for him, as master of a foreign-owned neutral ship, to engage her in time of war in the Japanese interport trade, that is to say in the coasting trade of Japan. It was proved before the arbitrator that the Master of the *Prometheus* had received from the Osaka Shosen Kaisha a letter dated 27th April, 1904, by which it appears that they had ordered him to go to the following Japanese ports, which include ports known as non-treaty ports, viz., Yokohama, Kobe, Kagoshima, Okinawa, Keelung, Anping, and Takao. I mention this now because the fact has a direct bearing upon the portion of the case for the owners of the ship *Prometheus*. It is on the above briefly summarised facts that the arbitrator has addressed to me his questions, three in number, as follows:—Firstly, whether under the terms of Russia's declaration the cargo intended for shipment from Yokohama and Kobe to Kagoshima, Okinawa, Anping, and Takao by the *Prometheus* was contraband? If so, whether the Russian declaration in this respect is binding upon neutrals, or whether it is *ultra vires*?

Secondly, whether the line on which the Osaka Shosen Kaisha wished to employ the *Prometheus* is a "privileged" line, and if so was it therefore unlawful for a neutral ship to engage in such a trade?

Thirdly, whether in view of all the evidence brought forward, the Osaka Shosen Kaisha attempted to violate, or alter, the terms of the charter party as a whole, but particularly with reference to clause 37, by instructing the commander to load a cargo of foodstuffs and timber and to proceed to the ports named in their letter of 27th April, 1904?

In order to arrive at the true answers to the above questions the first thing to be done is to determine what is the true interpretation of the charter party as a whole.

Both the learned King's counsel, Mr. Sharp, who appeared for the Osaka Shosen Kaisha, and Mr. Slade, who appeared for the owners of the ship *Prometheus*, are agreed that the charter party is to be read as a whole, and that effect should be given to the real intention of the parties, but so far as relates to what the intention of the parties was when inserting the words "contraband of war" in the 37th clause they hold completely divergent views.

It therefore becomes necessary at the outset to determine the meaning of those words as used in the charter party. It is the general rule of construction of documents that words and expressions should be given their primary sense unless there be something in the context which

(Continued on page 5.)

DEPARTURE OF H.M.S. "VESTAL."

H.M.S. *Vestal* sailed at eight o'clock this morning for England. As she steamed by the vessels in harbour, the ships' companies manned the rigging and cheered her out, the Bands of H.M.S. *Glory* and *Vengeance* played "Sailing Home" and "Auld Lang Syne." It is expected that, including stoppages, she will take about two months in getting home.

THE REBELLION IN KWANGSI.

Native newspapers published in Canton report that on the 29th ultimo a large body of rebels, hitherto holding the prefecture of Sz'efu, suddenly attacked the Miaotse aboriginal district city of Hsinch'enghsien, distant about thirty miles from the prefectural city of Chingyuanfu. The rebels first rushed the walled cantonments of the Miaotse militia, some 400 in number, located outside the city, and then poured over the walls, which were held by two companies of well-armed regular troops. The military and civil authorities were completely taken by surprise, and the Miaotse chief, who is hereditary district magistrate of Hsinch'enghsien, was finally compelled to abandon his city with such of his tribe as had escaped massacre at the hands of the rebels. It is further reported that as soon as the rebels appeared inside the walls, the regular troops divested themselves of their uniforms and joined the former in plundering the unfortunate aborigines. The latter, led by their chief, finally made good their retreat to Chingyuanfu, but had to abandon all their worldly goods to their plunderers. Viceroy Tsen is now investigating the matter. Another paper also reports the capture by the Government troops of a rebel stronghold called Szeapohsi, near Loch'enghsien, which latter city it will be remembered was captured by the rebels with much slaughter last September, and subsequently re-taken by the troops. It appeared that the rebels at Szeapohsi numbered nearly 6,000 well-armed men, but the troops, some 8,000 in number, attacked the place, which, by the way, possesses a stone wall with a broad moat, in the depth of the night in the midst of a storm, and surprising the rebels, captured their stronghold with the loss of comparatively few men. The remnant of the rebel army fled the same night to Sz'efu, leaving a number of rifles, ammunition and a good quantity of food supplies to the captors. Thus the war goes on see-sawing, without any present indication of peace being restored in the province.—*N. C. D. News*.

NEWS FROM VLADIVOSTOK.

A gentleman who has just arrived here from Vladivostok and who has been in residence at that port since the outbreak of the war says that the price of provisions, both luxuries and necessities, has increased nearly two hundred per cent. The *Bogatyr* was in the harbour but apparently badly damaged as pontoons were necessary to keep her afloat. No Chinese are allowed in or out without passports, and all the available coolie labour has been requisitioned to strengthen the fortifications. Admiral Bezobrazoff was in Vladivostok as was Admiral Skrydloff, who seems to be very unpopular with all classes. The general opinion, he states, in military circles is that Port Arthur will fall within a month, and Admiral Skrydloff has been censured for failing to effect a junction of the two fleets. No supplies can be purchased without the production of a special permit from the Commandant of the garrison.—*N. C. D. News*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	110 1/2
Do. demand	110 1/2
Do. 4 months' sight	110 1/2
France—Bank T.T.	237
America—Bank T.T.	45 1/2
Germany—Bank T.T.	192
India P.T.	140 1/2
Do. demand	140 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	92
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	113 1/2

Buying.

4 months' sight L/C.	111 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	46 1/2
1 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	242 1/2
6 months' sight do.	243 1/2
1 months' sight Germany	194 1/2
1 1/2 Silver	7 1/2
Bank of England rate	2 1/2

OPUM QUOTATIONS.

To-day's quotations are as follow.

Raw New	@ 1,080/1,110
" Old	@ 1,140/1,180
" Older	@ 1,200/1,240
" Oldest	@ 1,280/1,300
Patna New	@ 1,155
Banars New	@ 1,110
Persian (Paper)	@ 85/920

THE *Daily Telegraph* of London, whose foreign service is generally most excellent, reports from its Tientsin correspondent that on trustworthy information the Japanese Foreign Minister has issued a circular announcing that it is Japan's intention to turn Port Arthur, when it is captured, and the whole of Liaotung peninsula, over to the Chinese, who, the correspondent says, it is understood will declare Port Arthur an open port. "On the same authority," the *Daily Telegraph's* representative says, "I am told that Japan will be prepared to entertain peace proposals after she has taken Mukden and Saghalin on the following basis: First, that an international syndicate take over the Manchurian railway and run it as a strictly commercial enterprise; second, that Russia pay £100,000,000 indemnity; and third, that Russia is to hand over all her ships in Chinese waters to Japan. Japan would be prepared to lease Saghalin to an American company for £5,000,000."—*American Atlantic*.

To-day's Advertisements.

TO BE SOLD BY ORDER OF THE EXECUTOR OF THE WILL OF W. STUART HARRISON, DECEASED, ON WEDNESDAY, the 7th day of December, 1904, at 3 o'clock, at their Sale Rooms, Ice House Street, BY MESSRS. HUGHES & HOUGH.

THE following VALUABLE LEASE-HOLD PROPERTY, situated at MOUNT GOUGH, The Peak, Hongkong, in Two Lots:—LOT 1.—The Valuable Leasehold Messuage and Premises known as "Cheltrondale," situated partly on subsection 1 of section C and section G of Rural Building Lot No. 9 held for the residue of a term of 75 years created by the Crown Lease thereof and partly on section A of Inland Lot No. 1,376 which is held upon a yearly tenancy from the Crown. Crown Rent \$110.00.

The premises are let upon a two years' agreement from the 1st day of July, 1904, terminable upon six months' notice but only if the purchaser wishes to occupy the premises.

LOT 2.—The Valuable Leasehold Messuage and premises known as No. 7, Stewart Terrace, situated upon the Remaining Portion of section C of Rural Building Lot No. 9 which is held for the residue of a term of 75 years created by the Crown Lease thereof. Crown Rent \$3.35. Possession will be given on or before the 1st day of January, 1905.

For further particulars, apply to—HUGHES & HOUGH, Auctioneers, or to DENNIS & BOWLEY, Supreme Court House, Solicitors for the Executor. Hongkong, 26th November, 1904. [1292]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW, (THURSDAY), the 1st December, 1904, at 11 A.M., at their

Sale Rooms, No. 8, Des Vaux Road, corner of Ice House Street, ONE COTTAGE PIANO by COLLARD & COLLARD, London; AND

ONE APOLLO PIANO PLAYER, (in good order and condition). TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 30th November, 1904. [1289]

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! OUR GREAT PROGRAMME.

TO-NIGHT! TO-NIGHT! THE PERFORMING LIONS.

FRIDAY NIGHT, 2nd December, FIRST AMATEUR RIDING CONTEST.

FOR PARTICULARS SEE HAND BILLS.

MONDAY NIGHT, 5th December, UNDER THE PATRONAGE AND IN THE IMMEDIATE PRESENCE OF HIS EXCELLENCY THE GOVERNOR SIR MATTHEW NATHAN, R.F., K.C.M.G., AND SUITE.

A SPECIAL PROGRAMME FOR THIS OCCASION.

NEXT MATINEE, SATURDAY AFTERNOON, December 3rd.

Doors Open 3 o'clock. Commence 4 o'clock.

Children Half Price to Matinees only.

PRICES OF ADMISSION:

\$3, \$2, \$1 & 50 Cents (for Chinese only).

N.B.—The Electric Tramway Co. will run Special Cars before and after the Performances.

Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO CO.

MADAME HARMSTON-LOVE, Proprietress.

ROBERT LOVE, Manager.

R. ALTON & A. LEONARD, Agents.

Hongkong, 30th November, 1904. [1280]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

Lyemum and Devil's Peak, on WEDNESDAY, the 7th December, in the direction of Junk Bay and Tung Sung Island, at ranges from 600 to 8,000 yards.

Lyemum, on FRIDAY, the 9th December, in the direction of Junk Bay, at ranges from 600 to 8,000 yards.

If the weather is unfavourable on either day, Practice will be carried out on the following day.

Practice will commence at 9.30 A.M., and finish about 1 P.M. daily, if the range is clear.

L. BARNES-LAWRENCE, Harbour Master, &c.

Harbour Department, Hongkong, 30th November, 1904. [1291]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 2nd December, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 30th November, 1904. [1290]

Intimations.

GREGOR & CO.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG.

WILL OPEN their

OFFICE

ON THE

1ST DECEMBER, 1904

AT

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR

(Wm. POWELL & Co.'s old premises).

GREGOR & CO.

Hongkong, 23rd November, 1904. [1266]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO and ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [1643]



THE POPULAR SCOTCH

IS "BLACK & WHITE"

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MOYUNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, MILES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	31st January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th November, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	1st December.
MANILA	"TAMING"	6th "
KOBE	"CHINGTU"	7th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	10th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

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AGENTS.

Hongkong, 29th November, 1904.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	AMOY and MANILA	FRIDAY, 2nd Dec., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th Dec., at 10 A.M.

* For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th November, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via SUEZ CANAL.
PROPOSED SAILINGS.

Steamship	About
"CLAUDEDALE"	30th December, 1904.
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th November, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	4370	Schmidt	December 13th, 1904
"NICOMEDIA"	4370	Wagner	January 9th, 1905.
"NUMANTIA"	4370	Brehmer	January 25th, "
"ARABIA"	4483	Bahle	February 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
44, DES VOUX ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly-qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,139 J. P. MARTIN.

"KWONG TUNG" 1,138 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class \$3.00 for Single Journey.

2nd " 1.50 "

Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.
Perseverance wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

" Return " \$3.00, " \$5.00

Tiffin and Dinner may be had on Board

at \$1 each meal.

YUK ON & CO., LD.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
30 cents, Return, 50 cents; Steerage, 10 cents.TIFFIN AND DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Capt'n, and the Return Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street;

Hongkong, 5th November, 1904.

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REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. HUGO" 6th December.

"SHIMOSA" 18th "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,

Agents,
Hongkong, 23rd November, 1904.

Shipping—Steamer.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as
above on FRIDAY, the 2nd December, at
4 P.M.This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th November, 1904.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSEAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. Cordouan, from Havre ex
s.s. Laos, from Bordeaux ex s.s. Villa de
Marseille, and from Marseilles ex s.s. Tou-
raine, in connection with above Steamer,
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valu-
ables are being landed and stored at their
risks into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 6th December, at Noon,
will be subject to rent and landing charges.
All claims must be sent in to me on or be-
fore the 6th December, or they will not be re-
cognised.All damaged packages will be examined on
TUESDAY, the 6th December, at 3 P.M.
No Fire Insurance has been effected.L. BRIDOU,
Acting Agent.

Hongkong, 29th November, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of the above-named
vessel are hereby informed that their Goods
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, ex s.s. Mongolia.

Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, the 29th instant.Goods not cleared by the 5th December, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 28th November, 1904.

[1]

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"ARMENIA,"

Captain Forst, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 5th December will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 28th November, 1904.

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BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 28th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,

Agents.

Hongkong, 26th November, 1904.

[1275]

NOTICE OF REMOVAL.

A FOOK & Co;

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

No. 12, POTTINGERS STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904.

[1114]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 3rd
December, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. "China," 7,012 tons,
from Colombo. Passengers' accommodation in
which vessel is secured before departure from
Hongkong.Silk and Valuable all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. "Persia,"
due in London on the 15th January, 1905.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 19th November, 1904.

[14]

COMPAGNIE DES MESSEAGERIES

MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN AND

BLACK SEA PORTS, LONDON,

HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 13th December, at
1 P.M., the Company's Steamship
"TOURANE," Captain Girard, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via Ports of
Call, WITHOUT TRANSHIPMENT.Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.Shipping Orders will be granted till NOON
only on MONDAY, the 12th December, Specie
and Parcels received until 4 P.M. on the same
day. No Cargo will be received on board on
TUESDAY.Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.For further Particulars, apply at the Com-
pany's Office.L. BRIDOU,
Acting Agent.

Hongkong, 26th November, 1904.

[9]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.Messrs. A. S. Watson & Co., Ltd. write as
follows:—"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-
tion."(Sd.) A. S. WATSON & Co., Ltd.
ORDERS punctually attended to, and
CHARGES most moderate.AN INSPECTION INVITED.
— Hongkong, 2nd September, 1904. [995]

Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

is non-poisonous and non-staining, and for
general or personal use is thoroughly effective.
It completely disinfects the laundries in which
it is used, and, when used in the bath, it prevents
Cholera, Typhoid Fever, Erysipelas, &c.

"Sanitas" Disinfecting Powder

is the best air purifier known, and a stronger
antiseptic and deodorant than carbolic acid,
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

is specially recommended by the medical
faculty for use in hot climates, because of its
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles

supply the most and most convenient means
of sulphur fumigation. For the disinfection
of infected places, buildings, clothing, &c.,
they are both efficacious and economical.
Destroy all insects.

THE "SANITAS" CO. LTD.

BETHNAL GREEN,
LONDON, E.

Shipping.

ARRIVALS.

Irene, Ch. s.s., 829, Taylor, 29th Nov.,

Shanghai 24th Nov., Gen.—C. M. S. N.

Co.

Riverdale, Br. s.s., 2,752, Hay, 29th Nov.,

Kutchinotzu 24th Nov., Coal.—D. & Co.,

Ld.

Lightnings, Br. s.s., 2,122, J. G. Spence, 30th

Nov., Calcutta 13th Nov., Penang and

Singapore 24th Nov., Gen.—D. S. & Co., Ld.

Gaea, Nor. s.s., 960, Dahl, 30th Nov., Hofo

26th Nov., Gen.—Chinese.

Kwelling, Br. s.s., 1,204, McKenzie, 30th Nov.,

Wuhu 26th Nov., Gen.—B. & S.

Tjilatjap, Dut. s.s., 3,468, H. Kooops, 29th Nov.,

Japan 20th Nov., Gen.—J. C. J. L.

Frithjof, Nor. s.s., 891, N. A. Haraldsen, 30th

Nov., Tamsui via Amoy and Swatow 28th

Nov., Gen.—O. S. K.

Medan, Ger. s.s., 764, O. Stöhlberg, 30th Nov.,

South Sea Island (Vap) 22nd Nov., Copia,

S. & Co.

Longships, Br. s.s., 2,813, Clucas, 30th Nov.,

Moji 22nd Nov., Coal.—B. & Co.

Clearances at the Harbour Office.

Haitan, for Hoilow.

Pitauulok, for Swatow.

Yingking, for Canton.

Shan Lee, for West River.

Chauwai, for West River.

Atuka, for Canton.

Chukong, for West River.

Wingchah, for Macao.

Departures.

Nov. 30.

Legazpi, for Manila.

Providence, for Amoy.

Hellas, for Canton.

Nansang, for Calcutta.

Empereur Menelik, for Sydney.

Pitauulok, for Bangkok.

Keruan, for Tacoma.

Irene, for Canton.

Kwelling, for Canton.

Vestal, Br. sloop, for Singapore.

Passengers arrived.

Per Irene, from Shanghai—Messrs. Mark

and Manahan.

Per Lightning, from Calcutta, &c.—Major

Hugo, Mr. Landerman, and 799 Chinese.

Per Tjilatjap, from Amoy—Mrs. G. M.

Davis.

Per Frithjof, from Coast Ports—96 Chinese,

and 3 Jap. mase.

Per Medan, from Yap—C. pt. and Mrs.

Markers, Mr. Reichel, Mr. and Mrs. Steipson,

Mr. Doyd, and 2 Chinese.

Passengers departed.

Per Tonkin, for Shanghai—Messrs. Lapierre,

H. A. Courtney, Miss Glazier, Messrs. A. L.

Lansky, Ste. Parachon, Mr. and Mrs. C.

Campbell and baby, Mr. and Mrs. J. Frost,

Messrs. E. L. Miles, J. J. Coquet, Villain,

Victor Griva and Ogger Frederic, for Kobe

—Messrs. L. G. Luz, and 1 Japanese.

Per Yokohama—Messrs. Chan Poo Shew, Abdul

Ng Yue Chen, J. J. hamed, and 2 Chinese.

Per America Maru, for San Francisco—

Miss A. Delaney, Messrs. Percy B. Lawson, D.

Simmom, C. E. Grey, Nathaniel Tooker,

Misses Mary R. Tooker, Gettrude Tooker,

Margaret Tooker, Dr. C. M. Mayers, and Mr.

Leong Yung Po, for China and Japan Ports—

Mr. Louis Eppinger and native servant, Capt.

E. B. Cassett and valet, Messrs. S. Osnai, C.

Azoo, H. Asano, F. Doi, T. Shiplani, Dr. F. J.

Tooker and native servant.

Shipping Report.

Str. Lightning from Calcutta—Strong N.E.

monsoon.

Str. Cheongchow from Singapore.—Weather
fine up to Paracels, and from thence to port
strong monsoon, with heavy seas; in Lat. 7° 01
N. Long. 107° 29' E. passed conical buoy with
pole on the top, quite rusty, apparently having
been adrift a long time.

Vessels in Port.

STRAITERS.

Agincourt, Br. s.s., 2,876, Warnop, 3rd Oct.—

Hainan 1st Oct. Ballast.—Order.

Andreas Rickmers, Ger. s.s., 1,020, H. C. Köhn,

25th Nov.—Bangkok 16th Nov., Rice.—

R. & S.

Apriado, Ger. s.s., 611, A. P. Uldernp, 29th

Nov.—Haiphong 26th Nov., Gen.—J. &

Co.

Armenia, Ger. s.s., 5,479, F. Forst, 28th Nov.—

Hamburg (Manila) 1st Oct., Gen.—H. A.

L.

Atlantic, Am. s.s., 670, Antancetti, 26th Nov.—

Manila 19th Nov., Sugar.—Barretto & Co.

Breiz Huel, Fr. s.s., 2,933, J. B. Andraiss, 10th

Nov.—New York 26th Sept., Petroleum.

—S. O. Co.

Cheong Chiew, Br. s.s., 1,213, J. Harrison, 29th

Nov.—Singapore 22nd Nov., Gen.—Chi-

nese.

China, Am. s.s., 3,187, D. E. Friele, 21st Nov.—

San Francisco 25th Oct., and Shanghai

19th Nov., Mails and Gen.—P. M. S. S.

Co.

Derwent, Br. s.s., 1,562, J. Jenkins, 26th Nov.—

Saigon 21st Nov., Gen.—Man Fat & Co.

Edendale, Br. s.s., 717, Moss, 4th Nov.—

Saigon 28th Oct., Rice.—Master.

Elisabeth Rickmers, Ger. s.s., 997, G. Götsch,

25th Nov.—Bangkok 15th Nov., Rice.—

M. & Co.

Empress of Japan, Br. s.s., 3,039, Henry

Pybus, R.N.R., 22nd Nov.—Vancouver 31st

Oct., and Shanghai 19th Nov., Mails and

Gen.—C. P. R. Co.

Germania, Ger. s.s., 1,714, J. Bruhn, 26th Nov.—

Bangkok 18th Nov., Rice.—J. & Co.

Germania, Ger. s.s., 538, H. Flügel, 23rd Nov.—

Kiel 20th Sept., Ballast.—S. & Co.

Hailan, Fr. s.s., 377, L. Andersen, 29th Nov.—

Pakhoi and Hoilow 28th Nov., Gen.—A.

R. M.

Hopsang, Br. s.s., 1,359, Jas. M. Hay, 26th

Nov.—Moji 21st Nov., Coal.—J. M. & Co.

Hue, Fr. s.s., 705, Godineau, 27th Nov.—

Haiphong and Hoilow 26th Nov., Gen.—

A. R. M.

Indravelli, Br. s.s., 3,215, S. Collington, 28th

Nov.—Shanghai 24th Nov., Ballast.—

M. & Co.

Loongsang, Br. s.s., 1,092, G. S. Weigall, 28th

Nov.—Manila 25th Nov., Gen.—J. M. &

Co.

Machew, Ger. s.s., 996, H. Harjes, 29th Nov.—

Bangkok 21st Nov., Rice.—B. & S.

Onsang, Br. s.s., 1,987, J. T. Davies, 28th Nov.—

Moji 20th Nov., Coal.—M. B. K.

Orange, Nor. s.s., 1,001, Joh. Dannevig, 22nd

Nov.—Bangkok 8th Nov., and Anghin

12th, Gen.—S. W. & Co.

Petchaburi, Ger. s.s., 1,375, G. Hillmann, 28th

Nov.—Bangkok 20th Nov., Rice and

Wood.—B. & S.

Pollux, Nor. s.s., 779, C. Svendsen, 26th Nov.—

Probingen 16th Nov., Sugar.—Order.

Rubi, Br. s.s., 1,611, R. W. Almond, 28th Nov.—

Manila 26th Nov., Gen.—S. T. & Co.

Sealde, Br. s.s., 3,438, Gen. Brown, 29th Nov.—

Moji 23rd Nov., Coal.—J. M. & Co.

Socotra, Br. s.s., 3,896, C. J. Benton, R.N.R.,

28th Nov.—Antwerp via Ports 9th Oct.,

Gen.—P. & O. S. N. Co.

Suisang, Br. s.s., 1,776, F. Wheeler, 25th Nov.—

Samarang (Java) 13th Nov., Sugar.—J.

M. & Co.

Taming, Br. s.s., 1,359, Pennefather, 25th Nov.—

Manila 22nd Nov., Gen.—B. & S.

Tungchow, Br. s.s., 987, Parks, 23rd Nov.—

Shanghai 20th Nov., Ballast.—Order.

Yatshing, Br. s.s., 1,473, Sellar, 23rd Nov.—

Krakatau, (Java) 12th Nov., Sugar.—J. M.

& Co.

SAILING VESSELS.

Ancones, Br. bq., 1,700, Salter, 26th Nov.—

Fremantle 20th Sept., Saldalwood.—Order.

Erie T. Ray, Am. bq., 918, Karten, 6th Aug.—

Manila 21st June, Timber.—Order.

Prince Robert, Br. 4-masted bq., 2,555, Hansen,

22nd Nov.—New York 9th July, Kerocine.

—S. O. Co.

Steamers Expected.

Tjapanas, Macassar, C. J. J. L. Dec. 2

Benzak, Singapore, N. Y. & Co. Dec. 3

Kintick, Singapore, N. Y. & Co. Dec. 3

C. Ferdi. Laeisz, Singapore, H. A. L. Dec. 5

Aragonia, Japan, P. M. & Co. Dec. 5

Kumsang, Singapore, J. M. & Co. Dec. 7

Seydlitz, Colombo, M. & Co. Dec. 8

Doric, San Francisco, P. M. Co. Dec. 8

Capri, Singapore, C. & Co. Dec. 8

Manchuria, San Francisco, P. M. Co. Dec. 17

Emp. of China, Vancouver, C. P. R. Co. Dec. 18

Nico media, Portland, P. & A. Co. Dec. 24

Deucalion, Victoria, B. & S. Jan. 3

CHINA COAST METEOROLOGICAL REGISTER.

November 29th, 1904, a.m.

		Bar.	Th.	Hum.	Wind	Wt.
Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.04	—	NW	6	—
Hakodate	—	32.21	—	W	8	—
Tokio	—	32.22	—	NW	4	—
Kochi	—	30.19	—	E	6	—
Nagasaki	—	30.27	—	NE	2	—
Kagoshima	—	30.23	—	NE	4	—
Oshima	—	30.20	—	NE	4	—
Naha	—	30.13	—	NE	4	—
Ishigakijima	—	30.09	—	NE	4	—
Taihou	—	30.21	—	E	2	—
Taihou	—	30.12	—	N	2	—
Tainan	—	30.14	—	N	8	—
Koshun	—	30.09	—	N	2	—
Pescadore	—	30.17	—	N	10	—
Weihaiwei	9 a.m.	30.43	52	N	5	cv
Gutai	—	30.32	62	77	N	1
Sharp Peak	—	30.32	62	77	N	1
Amoy	6.30 a.m.	30.32	62	77	N	1
Swatow	—	30.32	60	82	NE	1
Canton	9 a.m.	30.40	60	80	N	2
Hongkong	10 a.m.	30.32	63	52	N	2
Victoria Peak	—	30.32	63	52	N	2
Gap Rock	—	30.28	—	N	4	—
Macao	—	30.36	66	—	N	2
Haiphong	—	—	—	—	—	—
Manila	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	—	—
Hoilo	—	29.98	80	—	—	—
Cebu	—	29.90	84	—	—	—
C. St. James	10 a.m.	—	—	—	—	—

November 30th, 1904, a.m.

Vladivostok	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.08	—	SW	6	—
Hakodate	—	30.23	—	W	6	—
Tokio	—	30.26	—	N	4	—
Kochi	—	30.15	—	NE	2	—
Nagasaki	—	30.27	—	NE	4	—
Kagoshima	—	30.27	—	NE	4	—
Oshima	—	30.16	—	N	6	—
Naha	—	30.16	—	N	10	—
Ishigakijima	—	30.17	—	N	8	—
Taihou	5 a.m.	30.22	—	N	6	—
Taihou	—	30.22	—	N	6	—
Tainan	—	30.22	—	N	6	—
Koshun	—	30.17	—	NE	4	—

WHAT IS CONTRABAND?

THE OSAKA SHOSHEN KAISHA, THE OWNERS OF THE S.S. "PROMETHEUS."

THE JUDGMENT.

(Continued from page 3.)

view which I hold, viz., that provisions are by the law of nations only conditional contraband, and that they were so regarded by the signatories to the Treaty of Paris, 1856, it was urged that notwithstanding that treaty the French when engaged in hostilities against China in 1885 intended to treat as contraband all shipments of rice destined to the open ports north of Canton. That fact, however, only amounts to this: that on that occasion France proposed to act in a manner which, had she been called upon to defend, she would have found difficulty in justifying, in the face of the declaration under the Treaty of Paris to which she was a party. Fortunately preliminaries of peace were settled before any seizures were in fact made by the French, and so the intended action of France cannot properly be drawn into a precedent against the principle enunciated in *Tollard v. Bell*. It is, moreover, to be remarked in connection with this intended action on the part of France in 1885 that her right to make provisions unconditional contraband was at the time denied by Great Britain. In *Tollard v. Bell*, decided in 1889, a French Prize Court, France then being at war with Great Britain, and Denmark being neutral, condemned a Danish ship on the ground that she was at the time of capture carrying a Scotchman as supercargo in violation of an ordinance by which it was declared that all ships should be confiscated "wherever there shall be found on board a supercargo, merchant, commissary, or chief officer being an enemy." In dealing with the ground assigned by the French Court condemning the ship *Chief Justice Lord Kenyon* said "this is one of the numberless questions that have arisen in consequence of the extraordinary sentences of condemnation passed by the courts of Admiralty in France during this war. . . . To a question asked in the course of the argument, what are the rules on which the Courts of Admiralty profess to proceed, I answer, the law of nations, and such treaties as particular States have agreed shall be engraved on that law. It was said by the defendant's Counsel that an ordinance has the same force as a treaty, but without stopping to enquire on the difference between them it is sufficient to say that the one is a contract made by the contracting parties and that the other is an ex-parte ordinance made by one nation only, to which no other State is a party; and I concur with Lord Mansfield in the opinion that it is not competent to one nation to add to the law of nations by its own arbitrary ordinances without the concurrence of other nations." Continuing, his Lordship said "let us see what was the foundation of the condemnation in the French courts. It is stated that by their ordinance all ships are to be confiscated whenever on board those ships shall be found a supercargo, merchant, commissary or chief officer being an enemy, but I say they had no right by making such an ordinance to bind other nations." What was the *ratio decidendi* in this case? The decision was based on the ground that the French courts had, in accordance with a French ordinance which was opposed to international law, decided that a ship was liable to be condemned merely because she carried on board an officer whose nationality was that of the enemy. Such then was the view expressed by Lord Kenyon as to the value and effect of a French ordinance which, departing from the recognised custom of nations, decreed that a ship might be condemned merely because she carried an officer of the nationality of the enemy. Applying the principle of that case to the present case, I say that the Russian declaration including provisions among the list of articles absolutely contraband and so departing from the recognised custom of nations had no binding effect upon other nations, and consequently could not excuse the non-performance of the contract under the charter party between the Osaka Shosen Kaisha and the owners of the s.s. *Prometheus*. It was contended on behalf of the owners of the *Prometheus* that the term 'law' as applied to this recognised system of principles and rules known as international law is an inexact expression, that there is, in other words, no such thing as international law; that there can be no such law binding upon all nations inasmuch as there is no sanction for such law, that is to say, that there is no means by which obedience to such law can be imposed upon any given nation refusing obedience thereto. I do not concur in that contention. In my opinion a law may be established and become international, that is to say, binding upon all nations, by the agreement of such nations to be bound thereby, although it may be impossible to enforce obedience thereto by any given nation party to the agreement. The resistance of a nation to a law to which it has agreed does not derogate from the authority of the law because that resistance cannot, perhaps, be overcome. Such resistance merely makes the resisting nation a breaker of the law to which it has given its adherence, but it leaves the law, to the establishment of which the resisting nation was a party, still subsisting. Could it be successfully contended that because any given person or body of persons possess for the time being power to resist an established municipal law such law had no existence? The answer to such a contention would be that the law still existed, though it might not for the time being be possible to enforce obedience to it. My answer to the first question put to me by the arbitrator must therefore, for the reasons I have given, be (1) that the cargo intended to be loaded by the charterers on the steamship *Prometheus* was not contraband of war within the meaning of the charter party; (2) that the Russian declaration constituting provisions unconditional contraband was not binding upon neutrals who were no party thereto, and consequently had no bearing upon the construction of the charter party between the Osaka Shosen

Kaisha and the owners of the ship *Prometheus*. The remaining questions, the second and third, put to me by the Arbitrator, present no difficulty. With respect to the second question, in my opinion the engagement of the *Prometheus* by the Osaka Shosen Kaisha for employment in the Japanese coasting trade, that is to say, in the inter-port trade of Japan, was in no sense illegal. The propriety of such voyaging was never questioned by anyone until the solicitors for the owners took the point before the Arbitrator that the inter-port trade of Japan was a privileged one; and that consequently it was illegal for the neutral ship *Prometheus* to engage therein during the existence of hostilities. In other words, that such trade came by analogy within the principle of what is known as the rule of the war of 1756 rendering the ship liable to be captured and taken to a Russian Prize Court for adjudication. It is not necessary to consider whether the rule of the war of 1756 is obsolete, as contended by Mr. Sharp, or not; for in my opinion even if it were in full force and effect it would have no application to the facts of this case. To have made that rule apply, the ports traded to must have been totally closed before the war to all but Japanese subjects; and must only have been opened to others after the war, and because of the pressure and necessity of the war due to the preponderating naval supremacy of the belligerent enemy. In point of fact no such pressure and necessity has existed in this war on the part of Japan. Owing to the fortunes of war the naval forces of Japan have from the outset of the war gained an ascendancy securing immunity to her ports from the naval force of the enemy. It is found as a fact by the Arbitrator that since a time prior to 1894, that is to say for a period of ten years previous to the charter of the *Prometheus*, foreign vessels, meaning thereby vessels other than Japanese, have been allowed to trade freely under treaty with certain ports, ordinarily known as Treaty Ports, and under special licence with certain other ports known as non-treaty ports; and it appears as a further fact that the Osaka Shosen Kaisha had permission from the Japanese Government before the outbreak of war to employ foreign ships in trading to non-treaty ports. The Arbitrator adds that this privilege was extended by Japan to foreign vessels irrespective of the question of peace or war. I entirely concur in this finding, which is supported by clear documentary evidence. In my opinion, trading under the licence of one belligerent given under such circumstances does not render a neutral ship liable to capture by the other belligerent. My answer to the second question is that the line on which the Osaka Shosen Kaisha intended to employ the *Prometheus* was not a 'privileged one'; and that, at the time when the Master of that ship refused to load provisions for a voyage to Japanese ports between Kobe and Formosa, it was lawful for that neutral ship to engage in that trade.

Coming now to the answer to be given to the third question put by the Arbitrator. It is contended on behalf of the owners that whatever may be the true meaning of 'Contraband of War,' and whatever may be the proper view to take with respect to the validity or otherwise of the Russian Declaration making provisions unconditional contraband, yet as Russia had as a fact, whether rightly or wrongly, declared provisions unconditional contraband, and as the *Prometheus* was a fact, rightly or wrongly, have been captured if found by a Russian cruiser carrying provisions, and have been taken to a Russian Prize Court for adjudication, it was, in view of the exception in clause one of the charter party with respect to 'arrest and restraint of Princes, Rulers, and peoples,' the duty of the charterers to refrain from loading on the *Prometheus* anything that would, or might render such ship liable to be captured and taken in for adjudication; and that if the charterer in disregard of that alleged duty offered cargo the carriage of which would render the ship liable to such restraint, it was the right and the duty of the Master to decline to receive and load, and if already loaded, to unload such cargo. It may be conceded that where there is as a fact a risk of capture, such risk would amount to a "restraint of Princes" within the exception in clause one of the charter party, whether the capture would or would not be lawfully made, i.e., made in accordance with international law; but to entitle the owners of the *Prometheus* to the benefit of that exception, the risk apprehended must have been so direct and imminent as to render capture almost certain. The cases do not go beyond this, that the Master of the *Prometheus* might have been unloaded as he did at Kobe had he had a reasonable apprehension of his ship being captured had he attempted to sail from Kobe with the goods on board. There was, however, at the time he unloaded and refused to carry provisions no cause for such apprehensions on the part of the Master. Japan had at that time secured a naval superiority which must have or should have freed the Master from any such apprehension.

There were at that time practically no Russian ships available for making captures, and none had as a fact ever been made on the trade route which the Master was directed to follow. The case of the *Nobel Explosive Company v. Jenkins and Company* does not apply, for in that case there was, at the time that the Master refused to sail with the plaintiffs' goods on board, a serious danger of their being seized and confiscated by the war ships of the belligerent enemy then lying in and around the Port at which he landed such goods. He was therefore under such conditions justified in landing the goods and in refusing to carry them.

In the case just quoted the Master had a reasonable and well-founded belief that the vessel if he sailed with the plaintiffs' goods on board would be stopped and the goods confiscated, whereas in the present case the Master of the *Prometheus* had no ground for entertaining any such belief, and a matter of fact did not entertain any such belief. The special case will now be remitted to the Arbitrator, who will guide himself in making his award by the answers which I have given to the questions put by him to me.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$1,000,000 \$3,000,000 \$250,000	\$1,494,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904.....	6 %	\$710 buyers London £70
National Bank of China, Limited.....	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$250	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$3 1/4 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 1/2 %	Tls. 96
Lin On Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$172,749 \$893 11 \$846,771 \$37,744	\$2,078,697	\$35 for 1903	5 1/2 %	1665 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$200,000 \$1,000,000 \$37,675 \$1,566	\$186,284	\$12 for 1903	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$1,566	\$3,904	\$6 dividend & \$1 bonus for 1902	8 %	\$92 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,281	\$371,110	\$24 1/2 for 1902	6 1/2 %	\$335 buyers
SHIP, TUG & CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900.....	...	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$20	\$18,000 \$80,915 \$15,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$14	\$600,000 \$157,555	\$16,362	\$14 for first half-year 1904	10 1/2 %	\$29 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£100,000 £100,000	£583	10/- for 1903 @ 1/10 5/16 = \$5.378.....	4 1/2 %	\$128 sellers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 %	Tls. 524 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 %	Tls. 50 sellers
"Shell" Transport and Trading Company, Limited.....	2,000,000	£1	£1	£40,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903 ...	4 1/2 %	24/-
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	5 1/2 %	\$40
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,675 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903 ..	8 1/2 %	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 14 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$234 sellers
Luen Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$7 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 24 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	£40,000	£7,840	No. 3 of 1/6	...	Tls. 64 sellers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,091	Interim of 50 cents, account 1904	6 1/2 %	G \$16 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	\$5 buyers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,612	Fcs. 85,766	Final of Fcs. 25 making Fcs. 55 for 1903 ..	...	\$470
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$46 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989 \$250,000	\$28,015	Interim of \$24 for 1904	4 1/2 %	\$115 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half- year 1904	7 1/2 %	\$219 sales
Howarth Franks, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for 1903/4	7 1/2 %	\$702 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$35,500	\$489	\$14 for 1903	4 1/2 %	\$27
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$4,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$192 1/2 buyers
Do. (Preference)	2,750	Tls. 100	Tls. 100	Tls. 275,000	Tls. 48,153	\$7 dividend	6 1/2 %	\$172 1/2
S. C. Farnham, Boyd & Co., Limited	20,000	Tls. 100	Tls. 100	Tls. 2,000,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end 30.4.04 ..	7 1/2 %	Tls. 180
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904	7 1/2 %	Tls. 135
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	First year	...	Tls. 324
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	\$6 for 2nd half year 1903	5 %	\$240 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	8 1/2 %	\$29 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	\$100,000 \$11,824 \$20,000	\$11,668	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$200,000 \$20,000	...	\$5 for first half-year 1904	7 1/2 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 %	\$148 buyers
Hotel des Colonies Company, Limited (Shanghai) ..	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904 ..	4 1/2 %	Tls. 19 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$300,607 \$50,000	\$9,177	90 cents for 1903	7 %	\$13 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 %	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 12,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 118 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 34	...	Tls. 34 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited ..	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$14 for 1904	5 %	\$60 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,855	Tls. 4 for year ended 31.10.1903	4 1/2 %	Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	4 1/2 %	\$12 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,008	Tls. 88,034	Interim of 3 1/2 a/c 1898	...	Tls. 204 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares ...	...	Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$64
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 1/2 %	Tls. 65 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$25,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$13
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	\$1,611	6d. per share for 1903	5 1/2 %	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$44 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22 sellers
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,253	None	6 1/2 %	\$8 sellers
Do. (New Issue)	24,000	\$15	\$12	none	Nil.	Preferential of 7 per cent for 1904	5 1/2 %	\$174 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	8 %	Tls. 75 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	...	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	\$55,000	\$3,739	None	8 1/2 %	\$94 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	...	\$12 sales
Dairy Farm Company, Limited	25,000	Tls. 50	Tls. 50	...	...	\$14 for year ending 31.7.1903	...	Tls. 40 sales
E. L. Mondon, Limited	7,000	\$50	\$50	\$375,000	Dr. Tls. 152,318	Tls. 5 for 1902	7 1/2 %	\$100 sales
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$24 bonus for 1903	4 1/2 %	\$12 sellers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$500,000	\$12,115	\$1.50 for 1903	11 1/2 %	\$31 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Final of \$14 making \$31 for 1903	7 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,003	£7,625	£1 div. and 2/- bonus for 1903	6 1/2 %	\$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 31.4.1904	5 1/2 %	\$9 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$1,783	\$20 for year ending 30.11.1903	6 1/2 %	\$300
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$1,844	Interim of \$4 for 1904	7 1/2 %	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$140 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	\$25,500	\$299	Final of 70 cts. and 1/2 cts. bonus making \$1.40 for the year ended 30.9.04	9 1/2 %	\$20 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	9 1/2 %	\$135 buyers
La e, Crawford & Co., Limited (Shanghai)	2,500	Gs. 100	Gs. 100	none	\$21,582	Interim of \$5	9 %	\$135 buyers
Maatschappij tot Exploitatie van Landbouwen- plantaties in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	3rd quarter of Tls. 10, paid 15.9.04 .. making 50 far Tls. 37 a/c 1904	12 %	Tls. 300
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	First year	...	\$50
Shanghai Gas Company, Limited	15,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 34 for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 15,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 93 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 0,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 160 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 110,000	Tls. 7,369	Interim of 15/- for 1901	7 1/2 %	Tls. 387 1/2 buyers
Shanghai Dispensary, Limited	6,000	\$25	\$25	none	\$800	\$5 for year ended 31.7.1903	5 1/2 %	\$50
South China Morning Post, Limited	50,000	\$5	\$5	...	...	None	8 1/2 %	\$25 nominal
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,444	60 cents for year ended 31.5.04	8 1/2 %	\$8 sellers
Straits Ice Company, Limited	2,000	\$100	\$100	\$4,000	...	\$7 1/2 for second half year 1903	8 1/2 %	\$160 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.9.1903	7 %	\$381 sales
Tebuau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None	...	\$1 buyers
Tientsin Native City Waterworks Company, Ltd.....	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,359	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4 ..	6 1/2 %	Tls. 130
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$180	90 cents for 1903	9 1/2 %	\$91 buyers
Do. (Founders)	100	\$10	\$10	\$20,000	\$180	\$12.20 for year ended 31.5.1904	10 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,043	\$1 for 1901	14 %	\$91 buyers
William Powell, Limited	12,000	\$10	\$10	\$1,000	\$88	Final of 70 cents making \$1.20 for the year ending 30.6.1902	11 %	\$11 sellers